

# THE ILLUSTRATED LONDON NEWS

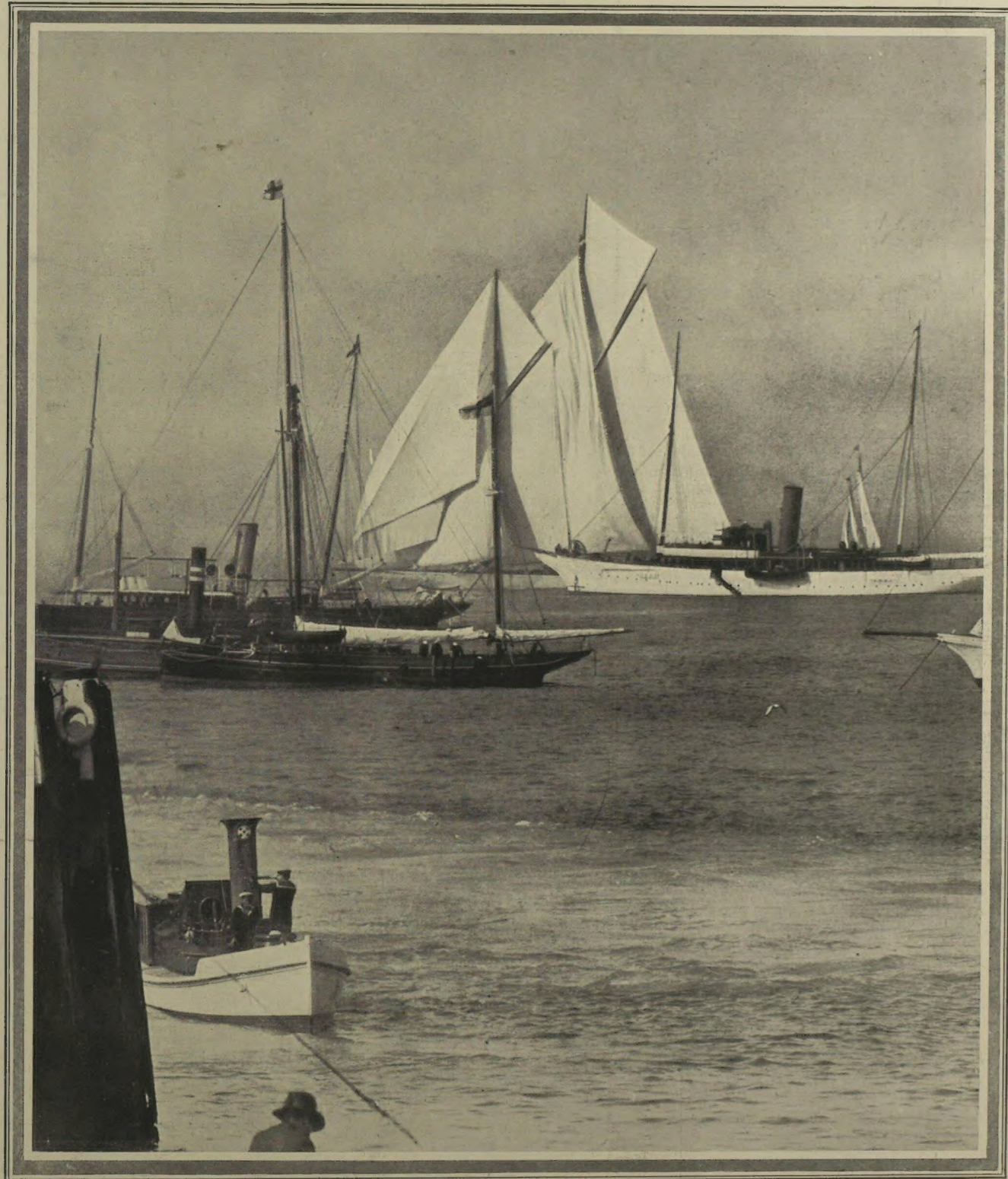
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SATURDAY, AUGUST 9, 1913.

SIXPENCE.

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## THE TALK OF COWES: MR. G. C. WHITAKER'S NEW SCHOONER "MARGHERITA," WHICH BEAT THE "METEOR" AND THE "GERMANIA"

Mr. G. C. Whitaker's new schooner, "Margherita," made a sensation at Cowes on the opening day by beating the two famous German yachts, the Kaiser's "Meteor" and Herr Krupp von Bohlen und Halbach's "Germania," against which she was then competing for the first time in English waters. The "Margherita's" victory was the more remarkable as she won without any demand upon her time-allowance

of 1 min. 32 sec., which the other two boats conceded. The race was that for schooners of the A class in the Royal London Yacht Club Regatta, over a course of forty-six miles. "Margherita" led all day, and won in 4 h. 51 min. 31 sec. "Germania" was second, with 4 h. 54 min. 31 sec., and "Meteor" third, with 4 h. 57 min. 40 sec. We see here the "Margherita" under full sail in Cowes Roads.

PHOTOGRAPH BY C.N.



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Detail, of Supplement Line, L.B. & S.C.R., London Bridge.

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## PARLIAMENT.

WEARY of itself, and greatly desirous of rest and recreation, the House of Commons is completing rapidly the business of the Session. Supply has been finished, and Bills of varying degrees of importance have recently been hurried to "the other place." Late at night, after a long evening spent on the main item of the Orders, the House amiably advances other measures. Negotiation proceeds in the Lobby, and there is much conciliation, with a view to the earliest possible rising. Even the Chancellor of the Exchequer, on his return after delivering a very acrimonious speech at Carnarvon, was extremely conciliatory in his management of the Revenue Bill, carefully avoiding unnecessary contention, and courting the co-operation of opponents, who admitted the value of his concessions on the land taxes, although not considering them adequate. At the same time, the strain upon the Liberals and their allies has been steadily maintained. Their nerves were affected by the division on the War Office vote, when, after the debate on aeroplanes, the Government majority fell to 33. Since then they have been disposed every day to cry "Wolf!" Keen and constant vigilance has been displayed by the Ministerial Whips, but comparatively few "pairs" have been arranged by Unionists, who are still free to be rallied in strong force. The Lords, who have responsible duties with reference to legislation, are being detained in town by the delay of the Commons in sending up Bills to them. Several important measures will come before them next week, when, of course, they would prefer to be in the country. An interesting debate raised by the Earl of Selborne last Tuesday on the shipbuilding policy of the Government was notable, among other reasons, for the declaration of the Lord Chancellor that, in taking into account the groups which might be arrayed against us in the Mediterranean, we must not forget that France had got there a fleet equal to the fleets of Austria and Italy. The significance of this reminder was emphasised by Lord Haldane's reference to the most friendly relations existing between France and Great Britain.

## THE MASSACRE AT DOXATO.

(See Photographs elsewhere.)

BY the courteous permission of the Editor of the *Daily Telegraph*, we quote the following passages from an article which appeared in that paper on July 24, from its own correspondent at Athens: "Athens, Wednesday, July 23 (4.30 p.m.).—Commander Cardale, an active officer of the British Navy now in Athens, who happened to be at Kavala, and who, on hearing of the horrors committed by the Bulgarian troops at Doxato, left immediately for that place, has given me the following description of what met his eyes on reaching the scene of the massacres. The burnt town appeared to be deserted, and a great deal of shouting had to be resorted to before some women issued from the ruins. By the time he got to the place most of the bodies lying in the streets had been removed, but many, for want of gravediggers, had been temporarily deposited at the entrance of the village.

"In one courtyard about 120 women and children were massacred. The bodies of thirty of them were still there when Commander Cardale visited the place. All the bodies had bayonet thrusts, and bore marks of unspeakable mutilations. The walls were spattered with blood. . . . In one corner of the courtyard he saw huddled together the bodies of six little children. Into the courtyard of a rich Turk's house a similar flock of women and children were driven for slaughter by the Bulgarians, but before they had time to despatch them all some broke through the cordon of soldiers placed at the entrance and ran upstairs into the house of the Turk, seeking refuge under the carpets and divans of the place.

"Commander Cardale found the cushions and carpets slashed by sword-cut, and the walls reeking with human blood and hacked remains. . . . In another room he was shown the place, still bespattered with blood, where a woman and her child had been crucified on the wall. The impressions that the bodies had left were plainly visible, as were also the holes left by the nails driven through the outstretched hands and feet of the victims.

"Throughout the town he personally counted 600 bodies still left unburied, mostly of women and children. He verified the following story, showing how the precepts of Christianity are understood by the so-called Christian Bulgarians: Thirty Greeks and one Turk sought refuge in the sanctuary of a Greek church while the massacres were going on outside. A squad of Bulgarian soldiers entered the church. To the Greeks they said that if they had found them outside they would have killed them all, but as they were Christians in a Christian church they would spare their lives. But as to the Turk, he must die, and, suiting the action to the word, they killed the Moslem on the steps of the altar."

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## NEW NOVELS.

### "An Average Man."

This is the story of the young man who went away . . . because he had great possessions. Percy Brandreth Smith was a City clerk, and the son of a suburban doctor; and both he and his father followed the conventions proper to their kind. They are described by Mgr. Benson with the easy humour of the "superior person"—the tolerant amusement, it must be said, that has contributed so much, to his own amazement, to the cultured Englishman's unpopularity. Percy had a friend, Reggie Ballard, who was a Roman Catholic, and at the latter's suggestion, Percy went to hear a great preacher, a Franciscan friar, in Kensington. He went through the experience of conversion; and then came his father's accession to the Brandreth estates of dignity, and the meshes of the world closed upon poor Percy. We prefer not to tell the end of "An Average Man" (Hutchinson), in which Percy loses so much more than he gains. Mgr. Benson draws vivid pictures of the English parish of to-day—its foolish choir-practices, the drooleries of its clergy's family life, the banality of its suburban churches. In exchange he presents one or two dummy arguments against the Roman faith, and obligingly allows his English Churchmen to pummel them; but his own criticism of Anglican sincerity is prolonged and subtle. His method, with its weighted scales, is the blemish upon a clever and witty book.

### "The Unworthy Pact."

The will of fiction—the time-honoured will that is lost and found at critical moments—plays an important part in Mme. Longard de Longgare's new novel, "The Unworthy Pact" (Stanley Paul). Its adventures are not altogether convincing, but this hardly matters in a brisk, bright story with plenty of young people in it. Dorothea Gerard, like Mgr. Benson, deals with the conversion of an Anglican to the Roman faith, but her manner has no inconvenient concessions, and consequently will offend nobody, while it might profit a good many earnest Protestants to meet her zealous, argumentative priest, and high-spirited girls, and learn from them that the religious life does not necessarily mean Sunday blacks and long faces. We have enjoyed "The Unworthy Pact," which is as wholesome as it is entertaining. It is a light novel; but there are many more pretentious volumes that fail to inculcate its lessons. The book has light in it, and the sun shines as one reads it.

### "One Woman's Life."

Milly, who was born in Chicago before the modern woman had arrived—that is to say, some time in the 'seventies—was a social climber. Mr. Robert Herrick calls her a parasite, and suggests that the fault lay with her environment and her education; and in the course of these suggestions he carries us through Milly's chequered career, and achieves no mean study of an ignoble little soul. She is put before us as a type doomed to extinction by the march of progress, and we only hope it may be so. She is the unemancipated female, whose small ambitions can only be gratified by the possession of the purse—the man's purse. There is hardly a sin against her kind that Milly does not commit, gentle, chaste, and charming though she be. She is a selfish daughter, a degrading wife, an unwilling mother. She is a false friend; her ideals are crudely material; she escapes a loveless marriage only because her vampire quality showed itself a little too soon, and the cold and cautious lover escaped. "One Woman's Life" (Mills and Boon) is intensely interesting, a bit of naked human nature thrown, with impressionist vigour, on to the canvas: it is also the sharpest indictment of the American girl and woman that we have yet seen. Probably Mr. Herrick errs on the side of severity; such women as this are not the mothers of a great nation. Milly and her Chicago friends must be the exceptions.

## AT THE BOOKSELLERS.

<b>NASH.</b> The Grell Mystery, Frank Frost. 6s. Quiet Roads and Sleepy Villages. Allan Fea. 7s. 6d. net. Perris of the Cherry Trees, J. S. Fletcher. 6s. The Unguarded Hour, Lady Trowbridge. 6s. Elizabeth Blount and Henry VIII. William S. Child-Pemberton. 12s. 6d. net. <b>SMITH, ELDER.</b> The New World of the South, W. H. Fitchett. 6s. Barry and a Sinner, John Barnett. 6s. The Secret of Sarm, Hugh Money-Coutts and W. R. Macdonald. 6s. <b>HAM-SMITH.</b> Detained by the King, Arthur Maltby. 6s. <b>LONG.</b> Cross Roads, D. H. Dennis. 6s. The Vision of the Years, Curtis Yorke. 6s. <b>JACK.</b> The Czar Ferdinand and His People. John Macdonald. 12s. 6d. The Renaissance and Its Makers. J. D. Symon and S. L. Ben-susan. 10s. 6d. net. <b>FISHER UNWIN.</b> The Court of the King, and Other Studies, Margaret Benson. 3s. 6d. net. A Naturalist in Ceylon Land. A. S. Meek. With an Introduction by the Hon. Walter Rothschild. 10s. 6d. net. Letters to an Eton Boy, Christopher Stone. 5s. net.	<b>MELROSE.</b> The House as Home, Mrs. Arthur Stallard. 5s. net. <b>MARTIN SECKER.</b> The House of Sands, L. M. Watt. The Common Chord, Phyllis Bottoms. 6s. <b>LEE WARNER.</b> Marcus the Epicurean, Walter Pater. 30s. net. <b>THE BODLEY HEAD.</b> The Gods are Athirst, Anatole France. 6s. Unpath'd Waters, Frank Harris. 6s. Robert Fulton, Engineer and Artist. H. W. Dickinson. 10s. 6d. net. <b>DUCKWORTH.</b> Collision, Bridget MacLagan. 6s. The Widow's Necklace, Ernest Davies. 6s. Sons and Lovers, D. H. Lawrence. 6s. <b>WERNER LAURIE.</b> The Log of a Rolling Stone, Henry Arthur Broome. 2s. 6d. net. Siam, Piero Loti. 7s. 6d. net. <b>GAY AND HANCOCK.</b> The Green Cockatoo and Other Plays. Arthur Schnitzler. 2s. 6d. "ANIMALS" GUARDIAN OFFICE." The Under Dog, Edited by Sidney Trist. 3s. 6d. <b>BLACKWOOD.</b> Happy-Go-Lucky, Ian Hay. 6s. <b>WILLIAM HODGE.</b> Trial of Eugene Aram, Eric R. Watson. 5s. net. <b>THE YEAR BOOK PRESS.</b> The Girls' School Year-Book (Public Schools). 3s. 6d. net.
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## SURVIVORS OF A MODERN CAWNPORE MASSACRE: WOMEN OF DOXATO.

PHOTOGRAPH BY RENÉ PUAUX.



A PHOTOGRAPH WHICH BRINGS HOME THE HORROR OF THE DOXATO MASSACRES: SOME OF THE FEW WOMEN LEFT ALIVE IN THE TOWN BY THE BULGARIANS.

Women have suffered terribly during the Balkan wars, and especially in the massacres committed by Bulgarian troops in the small towns of Doxato and Serres, which almost surpass in horror that of Cawnpore. To these massacres photographs such as those given on our double-page bear painful witness, as also does the description (quoted elsewhere) given by Commander Cardale, of the British Navy, to the corre-

spondent of the "Daily Telegraph." "The burnt town," he writes, "appeared to be deserted, and a great deal of shouting had to be resorted to before some women issued from the ruins." According to the Greek version of the affair, sent from the Greek Army headquarters to Athens on July 17, of 3000 inhabitants at Doxato 2500 were massacred by the Bulgarians; barely 130 were found still living.





BY G. K. CHESTERTON.

YOU will find my text in the fourth number of the August issue of the *Daily Mirror* for 1913. My attention has just been drawn to it by my secretary, who is interested in the more serious side of modern journalism. You will find the text in hieroglyphics, or picture-writing; but it is devoted to the grave problem of modern womanhood. It consists of six extremely clever drawings by Mr. W. K. Haselden, of which three represent the Early Victorian and three the modern young lady. Thus we have first a lady in a crinoline and a little jacket, painting the landscape in water-colours with a gesture rather of elegance than immensity. Opposite her is a Valkyr in a whirlwind of energy, having just sent a golf-ball over the illimitable veldt of the links. That represents the morning occupations of the two young ladies. In the afternoon, apparently, the Early Victorian young lady, in a rather larger crinoline, sat on a sham rustic seat and crocheted with such intentness that her face was wholly invisible. In this she had an advantage over the modern young lady opposite, whose face is visible. It is represented as tropically sunburnt and savagely strenuous; and she is playing tennis in very large shoes. In the evening the Victorian lady is represented at the piano in a yet more enormous crinoline, playing with the most perfect social, if not musical, correctness; and the modern young lady is represented as smoking a cigarette in the near neighbourhood of a choice of drinks.

It is a matter of considerable regret to my secretary that the artist has not treated either of the two ladies with entire reverence, and that in both cases a trace of irony can be detected, especially in the Victorian music-stool in the last picture. Nevertheless, it is quite clear that the artist prefers the Early Victorian lady, as most artists would. But I think these pictures, both in their truth and their error, are very striking symbols of the whole modern muddle about the position of woman. For the artist, even in satirising modern feminism, has fallen into one or two of the chief fallacies on which it feeds. For instance, he makes the Victorian girl look more charming; but he makes the modern girl look more intelligent. He certainly hates the modern female, but I am afraid that he respects her. There is nothing particularly intelligent about the modern female; and, in so far as she is merely modern, nothing whatever to respect in her.

Test the matter by the artist's own very clever and typical examples. An intelligent woman finds herself in a splendid rolling landscape of turf or broom beside the sea. Which is the more intelligent way for an intelligent woman to treat it? To make a note or two in colour of her impressions, to be a technical amusement for the moment and a memory and a piece of autobiography for the rest of her life? Or to see whether she can knock a small pellet of celluloid near to a vulgar little red flag, with which a sex, constitutionally more caddish than her own, has

chosen to deface the landscape? Which of the two is the more natural way of looking at Nature? Which of the two is the more universal way of using the mind? Which is the freer? Which sees the more colours in the landscape and the world? Surely the artist, and not the golfer. Why, then, should the draughtsman make the artist look a little silly and the golfer a little magnificent? No doubt many

ladies painted badly; many ladies play golf badly. But obviously the intellect of woman was more emancipated with a paint-brush than it can possibly be emancipated with a club.

With the comparison involved in the second two pictures, labelled "Afternoon," I have some difficulty in dealing. My difficulty is that this is the only part of the picture in which I cannot quite believe. I mean, of course, the pictures I have already described, in which the Early Victorian lady is so modest that we can see nothing except the crown of her hat; while the modern lady, like some tribes of savages, conceals herself with a brown stain rather than with clothes. It may surprise many to learn that I never knew an Early Victorian young lady—at least, not when she was young; but I have seen a quite sufficient number of modern young ladies playing tennis. And I simply cannot believe in either of these two pictures. I do not believe that any girl in Christendom ever concealed her face so completely as all that; and I do not believe that any young woman was ever quite so indifferent to costume as the young woman in the second picture. But in the third contrast, of the piano on the one side and the cigarette and syphon on the other, we find the same principle apply. It requires a great deal of mental lucidity and moral self-control to learn to play the piano when you are young; as anybody can see by the way young people hate doing it. It requires no mental lucidity or moral self-control to smoke a cigarette. Yet the draughtsman, yielding instinctively to the modern fallacy, has made the face of the cigarette-smoking lady reflective and fairly intelligent. The head of the piano-playing lady is turned away from the spectator; but, with all my enthusiasm for her, I cannot say that the back of her head looks intellectual.

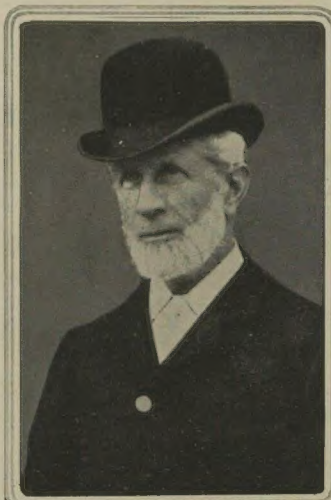
Yet the piano-playing lady, as far as her occupation and accessories are concerned, may be George Eliot or Emily Brontë, or Elizabeth Barrett Browning or Eugénie de Guérin, or Florence Nightingale, or a large number of other people whose activity did not altogether end in smoke—with a cigarette. And for my part, I directly challenge even what this admirable caricaturist seems unconsciously to concede. Apart from modesty, apart from charm, apart from the healthy tradition of sex, apart from morality, I deny that the female brain is either better trained or more freely treated than it was in the time of Elizabeth Bennett. I say that women have grown clearly and conspicuously more weak-minded through associating with men (who are weak-minded people at the best) in their particularly weak-minded moments; when they are smoking or talking sport. And it is far better for the intellect to be ruled by recognised conventions than to be ruled, as the modernists are, by vague associations. For you can break a convention. But from an association you will never be free.



Photo, Illustrations Bureau.

THE GREAT AUTHORITY ON EARTHQUAKES: THE LATE PROFESSOR JOHN MILNE, F.R.S.

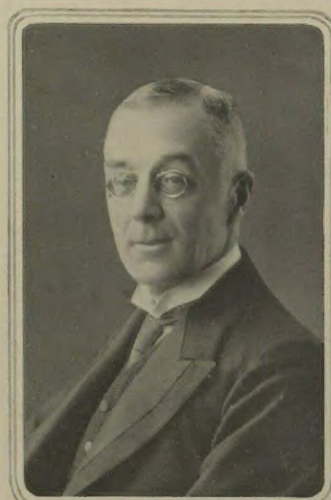
A mining engineer in early life, the late Professor Milne, after carrying out geological and mining researches in Labrador and Newfoundland, crossed to the Far East, where he lived for twenty years in the service of the Japanese Government, for whom he established the Seismic Survey of Japan, embracing 668 stations. For the British Association Professor Milne established a seismic survey of the world. He was also the designer of seismographs and vibration-recorders on railways.



Photo, Newman.

AN AGRICULTURIST OF THE EMPIRE: THE LATE SIR RICHARD COOPER, BT.

The late Sir Richard Powell Cooper, Bt., of Shenstone Court, Lichfield, who died on July 30 at the age of sixty-six, was the head of a firm of world-wide fame in the agricultural world (Cooper and Nephews), chemical manufacturers and breeders and exporters of pedigree stock. Sir Richard himself, as one of the principal breeders and exhibitors of Shorthorn cattle and Shropshire sheep, was a leading member of English agricultural societies, and a Life Governor of "The Royal." He was a keen and notable fox-hunter.



Photo, Vanity.

A NEW KNIGHT: MR. JUSTICE ASTBURY, KNIGHTED AS A HIGH COURT JUDGE.

Sir John Meir Astbury, on whom, in accordance with custom, the King has conferred the honour of Knighthood on his elevation to the Bench of the High Court, is in his fifty-third year. He is a Lancastrian by birth, being the son of the late Mr. Frederick J. Astbury, J.P., of Prestwich, Lancashire. Graduating at Oxford, he was called to the Bar at the Middle Temple in 1884, and took silk in 1895. From 1906 to 1910 he sat as Liberal M.P. for the Southport Division.



Photo, E. H. Mills.

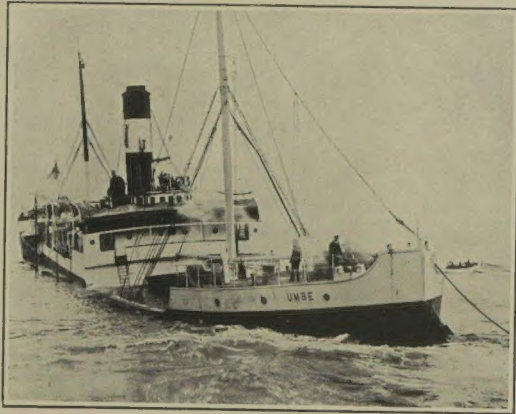
A LEADER IN GREATER BRITAIN: THE LATE SIR WILLIAM LYNE.

The late Sir William Lyne, who has just died at the age of sixty-nine, began his career, when only twenty, with a pioneering exploit, by crossing Australia, over 1000 miles of unknown country. In 1880 he entered the New South Wales Parliament, becoming later one of the framers of the Commonwealth Constitution. As New South Wales Premier he arranged for the Commonwealth inauguration, after which he held Cabinet office. In 1907 he was a Delegate to the Imperial Conference.

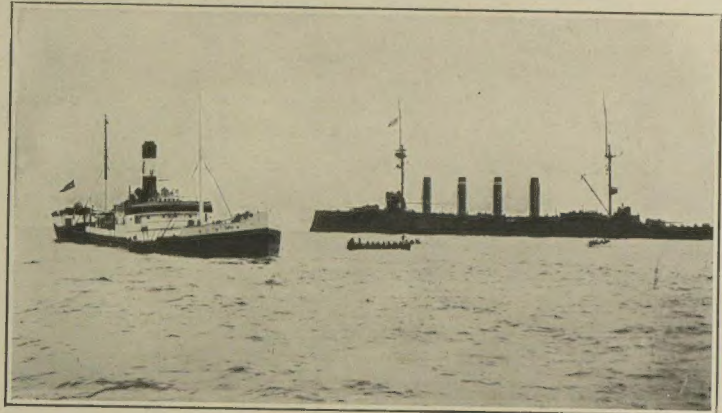


# A DISASTER OF MIMIC WAR: A VICTIM OF NAVAL MANŒUVRES.

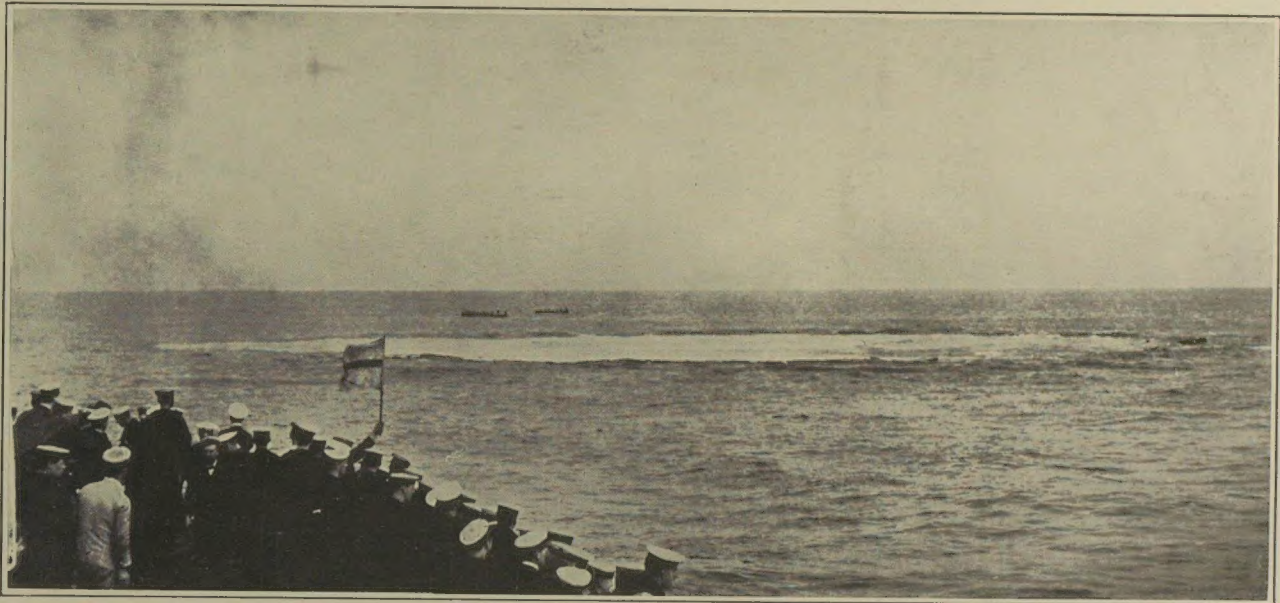
PHOTOGRAPHS BY MONTAGUE DIXON.



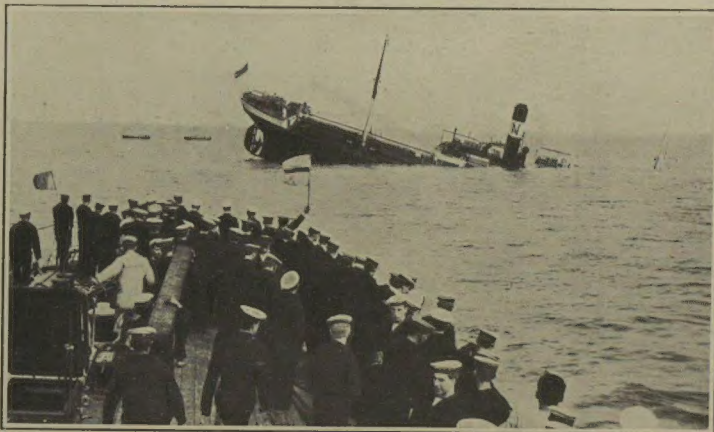
SETTLING IN THE WATER: THE "UMBE" JUST BEFORE SHE SANK  
(NOTE THE TWO MEN ON THE FORECASTLE.)



THE "KING ALFRED" STANDS BY TO SAVE LIFE: THE CRUISER'S BOATS  
TAKING OFF THE "UMBE'S" CREW.



AFTER THE "UMBE" HAD GONE DOWN: WATCHING THE VORTEX ON THE SURFACE OF THE SEA FROM THE QUARTERDECK OF THE "KING ALFRED"  
A SIGNALMAN READY TO RECALL THE BOATS.



A "TITANIC" EFFECT: THE "UMBE" GOING DOWN BOWS FIRST—  
MAKING THE FINAL PLUNGE.



THE LAST SEEN OF THE "UMBE": THE VESSEL'S STERN DISAPPEAR-  
ING—STEAM FROM THE FLOODED FIRES ON THE SURFACE.

At a quarter-past eight in the morning of July 30, the armoured cruiser "King Alfred," of 14,100 tons, when on the way from Hull to take part in the Naval Manœuvres, collided off Spurn Head with the Spanish steam-ship "Umbe" laden with iron ore for Middlesbrough. The trader kept afloat for an hour and a-quarter, and the crew of twenty-five hands were safely brought off by the cruiser's boats, with their personal effects and the ship's papers. The "Umbe," a vessel of 2456 tons, was struck amid-

ships and so badly damaged that it was a matter of considerable surprise to the naval witnesses of the disaster that she managed to keep afloat as she did, considering the nature of her lading. The crew were conveyed to the Humber, put on board a destroyer, and landed at Grimsby, while divers examined the "King Alfred," and reported no damage of importance done to the cruiser. At the time of the collision, it is stated, the squadron to which the "King Alfred" belonged were carrying out evolu- ns.



## WHERE THE KING WON HIS FIRST YACHTING

PHOTOGRAPHS BY NEWSPAPER ILLUSTRATIONS, SPORT AND GENERAL.

## VICTORY: EVENTS AND PERSONALITIES AT COWES.

C.N., ILLUSTRATIONS BUREAU, TOPICAL, L.N.A., AND G.P.U.



1. THE KING AND QUEEN IN AN OLD-FASHIONED CONVEYANCE: DRIVING IN EAST COWES.
2. RETURNED TO RACING AFTER FOURTEEN YEARS AND WINNER OF THE KING'S FIRST YACHT-RACE: HIS MAJESTY'S CUTTER, THE "BRITANNIA."
3. DRESSED OVER ALL WITH BUNTING AND FIRING A SALUTE: THE GUARD-SHIP "ZEALANDIA."
4. ON BOARD HIS BROTHER THE KAISER'S YACHT "METEOR": PRINCE HENRY OF PRUSSIA (AT THE LEFT END OF THE FRONT GROUP) ENJOYS A JOKE.

5. THE KING'S UNCLE AS A YACHTSMAN: THE DUKE OF CONNAUGHT.
6. THE MASTER OF THE HOUSEHOLD: THE HON. DEREK KEPPEL.
7. CRAFT GAY AND GRIM IN CONTRAST: HERR KRUPP VON BOHLEN UND HALBACH'S "GERMANIA" RACING PAST WAR-SHIPS.
8. AN EVENT OF THE ROYAL LONDON YACHT CLUB REGATTA ON THE OPENING DAY: THE RACE FOR THE 19-METRE CLASS.

9. IN THE HANDICAP FOR YACHTS NOT EXCEEDING 75 TONS: COLONEL BAGOT'S "CREOLE" PASSING MR. A. L. PEARSE'S "CARINA."
10. THE COMMODORE OF THE ROYAL YACHT SQUADRON: THE MARQUESS OF ORMONDE.
11. A FRIEND OF THE KING: THE MARQUIS DE SOVERAL.
12. IN THE RACE THAT WAS THE SENSATION OF THE FIRST DAY: MR. G. C. WHITAKER'S "MARGHERITA" LEADS THE "GERMANIA" ROUND THE EAST LEPE BUOY.

13. WINNER OF THE RACE FOR YACHTS OF THE 15-METRE CLASS: MR. S. G. L. BRADLEY'S "PAMELA."
14. THE ROYAL YACHT AND THE NEW ARM: MR. SOPWITH'S ADMIRALTY WATERPLANE CIRCLING OVER THE "VICTORIA AND ALBERT" MOORED OFF COWES.
15. THE NEW FAST ENGLISH YACHT WHICH BEAT THE "METEOR" AND THE "GERMANIA": LETTING OUT THE SPINNERS ON BOARD THE "MARGHERITA."

Cowes Week, the great yachting event of the year, opened under brilliant auspices on Monday, August 4, on which day his Majesty won his first yachting victory, with the old royal cutter, "Britannia," in the Handicap for yachts exceeding 75 tons T.M. in the Royal London Yacht Club's Regatta. The King and Queen, with Princess Mary and Prince Albert, were on board the yacht during the race, and, needless to say, the royal victory was immensely popular. The "Britannia," which gained so many successes for King Edward (when Prince of Wales) in the 'nineties, had not taken part in racing for fourteen years. On the day before the racing began—Sunday, August 3—their Majesties drove from Cowes to Osborne, now the Convalescent Home for Officers of the Army and Navy, which they visited. Photograph No. 1 was taken on this occasion. The great yachting sensation of

the opening day was the victory of Mr. G. C. Whitaker's new schooner "Margherita" over the two famous German yachts, "Meteor" and "Germania," belonging respectively to the German Emperor and Herr Krupp von Bohlen und Halbach. This was in the race for schooners of the "A" class in the Royal London Yacht Club's Regatta. The "Margherita's" success was particularly gratifying in view of the long series of victories by the "Meteor" and "Germania" at Cowes of late years. The German boats naturally determined to strain every nerve to prevent the "Margherita" from repeating her success in the race for the King's Cup on August 7—the chief day of the Cowes Meeting. The Royal Yacht Squadron Regatta began on August 5. The King and Queen have arranged to remain at Cowes on board the "Victoria and Albert" until Monday, August 11.



## REMINISCENT OF DETAILLE'S "LE RÊVE": A BIVOUAC OF SERVIAN "VETERANS."

PHOTOGRAPH BY S. TCHERNOF.



WORN OUT BY THEIR LONG AND ARDUOUS CAMPAIGNS: SERVIAN TROOPS WHO HAD BEEN IN THE FIELD TEN MONTHS, SLEEPING BY DAY BEFORE AN ALL-NIGHT BATTLE.

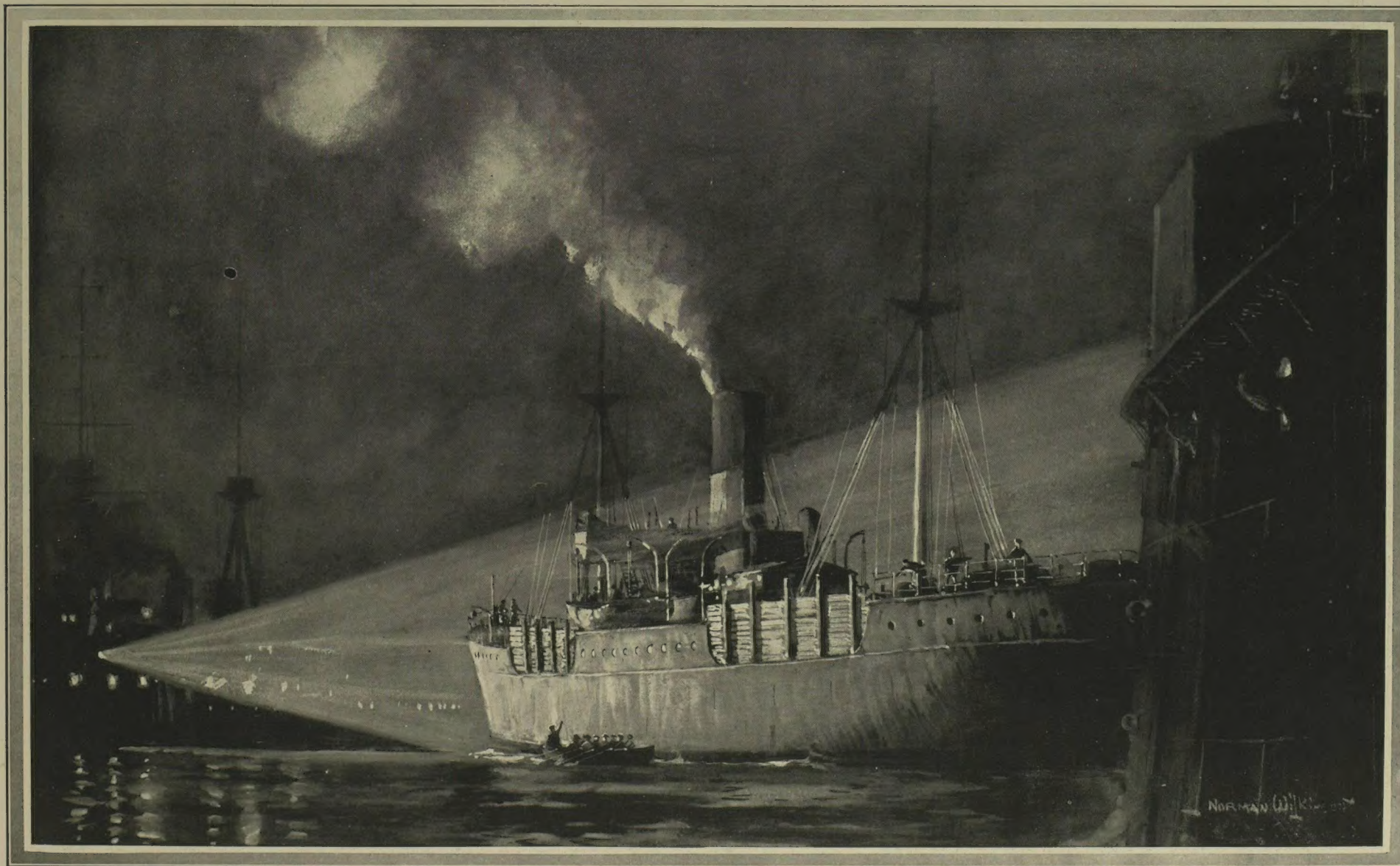
This photograph of Servian troops asleep during the day before an all-night engagement strongly recalls one of the best-known pictures by the famous French battle-painter, Edouard Detaille—namely, that entitled "Le Rêve," which he produced in 1888. The main difference is that while in the picture the artist has given visible form to the dreams of the sleeping soldiers, in the photograph their dreams are left to the imagination. Great hardships have been endured by the Servian troops, as indeed also by the Bulgarians and the Greeks, all of whom have had to engage in two successive wars. In a despatch

to the "Daily Telegraph," written about the time the above photograph was taken, Mr. E. Ashmead-Bartlett, who was with the Servians, said: "It is impossible for me adequately to describe in a telegram despatched against time the immense difficulties which both armies have to contend with in operating over a country so mountainous as this, which is almost devoid of roads. The strain thrown on the troops is at times almost more than they can bear, and only peasants of the hardest constitution and accustomed to a rough country life could stand the continuous work by day and night."



# A COLLISION AT NIGHT BETWEEN WAR-SHIP AND STEAMER: AN INCIDENT OF NAVAL MANOEUVRES.

DRAWN BY OUR SPECIAL ARTIST, NORMAN WILKINSON, R.I.



## WHAT HAPPENS AT SEA IN NAVAL MANOEUVRES IN CASE OF COLLISION AT NIGHT: A SEARCHLIGHT PLAYING ON A DAMAGED STEAMER JUST AFTER THE ACCIDENT.

The recent collision between the cruiser "King Alfred" and the Spanish steamer "Umbe" brings home the fact that Naval Manoeuvres are sometimes attended by unavoidable accidents of that character. An incident witnessed by our Special Naval Artist during the last Manoeuvres suggested to him a subject for a picture, which he carried out. The wonderful spectacle of a damaged ship in the full glare of the searchlight struck him as particularly impressive. In the centre of the picture is a merchant-steamer which has collided with the war-ship on the left, whose searchlight is playing on her, while a boat's

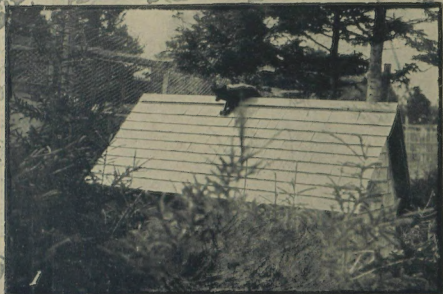
crew from the war-ship are inspecting the extent of the damage. On the right is another war-ship from whose deck our Artist watched the scene. It was a moment of intense anxiety, for it had not yet been discovered whether the steamer had been struck in a vital part, and was, perhaps, settling rapidly in the water, or whether, like the war-ship, she had been only slightly damaged. "The scene," writes our Artist, "might have been one drawn from a thrilling drama of the sea, with a perfect atmosphere of mystery and uncertainty: the stage black but for the searchlight that played on the unfortunate ship."



# OBVIATING CRUELTY OF TRAPS AND PREVENTING EXTINCTION OF SPECIES: FUR-FARMING AS A PROFITABLE ENTERPRISE.

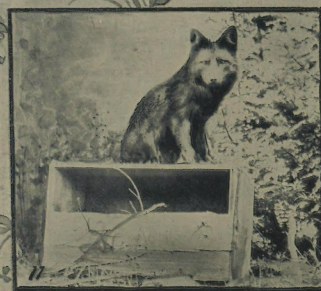
PHOTOGRAPHS BY MR. J. WALTER JONES,

OF THE CANADIAN FORESTRY COMMISSION.



DOMESTICATION of species in its modern aspect may be said to have started in Cape Colony when the Cape farmers, becoming conscious of the increasing value of ostrich-leathers and the rapidly diminishing numbers of the bird that supplied them, started the first ostrich-farms. To-day the ostrich-leather crop from South Africa is worth nearly three million pounds annually, and ostrich-farms are being established experimentally in Madagascar and other parts of French Africa. Elsewhere, in South America the rhea or zanda is being preserved in the same way, and on the big *parcours* of Venezuela and parts of Brazil the white heron (*egretta major*) is receiving a limited and still incomplete protection. From feather to fur is no far cry, and turning from the Old World to the New we find that fur is falling before the assaults of the

*(Continued)* trapper, just as feather is said to be falling elsewhere. The obvious remedy has been applied. The United States Government has established huge reservations, of which Yellowstone Park is the largest and best known. Canada has an enormous preserve in the Rocky Mountain country, and another at Wainwright, where the largest company of buffalo left from the countless herds of earlier generations roams in security. But side by side with this actual preservation of species there is the economic preservation that is indispensable as long as mankind's control of wild life is to remain absolute and unrestrained. If we would have fine furs or fine feathers we must see to it that the balance of Nature is not disturbed. Apart from all other considerations, this balance is a dangerous thing to tamper with in the present stage of human knowledge.



1. NOT QUITE USED TO HIS NEW QUARTERS: A SILVER FOX.
2. MORE VALUABLE THAN A FLOCK OF SHEEP: A PAIR OF SILVER FOXES AT A FUR-FARM ON PRINCE EDWARD ISLAND.
3. BUILT FOR HIM BY HIS HUMAN KEEPERS: A MINK'S DEN.

4. BREED FOR THE SAKE OF HIS SKIN: THE SKUNK AT HOME.
5. HIS CHIEF INTEREST IN LIFE: A MINK AT MEAL-TIME.
6. WORTH MORE THAN 2000 DOLLARS A PIECE: SKINS OF SILVER FOXES.
7. HOW THE SILVER FOX IS "FARMED": THE ARRANGEMENT OF A RANCH.

8. CLAD IN A COSTLY COAT: A SILVER FOX IN ROUGH LODGINGS.
9. WITH FUR THAT IS LONG, SOFT, AND THICK: SPECIMEN SKINS OF RACCOONS.
10. APPARENTLY INDIFFERENT TO HIS SURROUNDINGS: A BEAVER.
11. SUSPICIOUS! A SILVER FOX LOOKING AT A STRANGER.

12. ON A MINK-RANCH: A STREAM DAMMED FOR THE BENEFIT OF THE ANIMALS.
13. AN ANIMAL THAT IS KILLED WITH CHLOROPFORM BY THE FUR-FARMER TO AVOID DAMAGE TO THE SKIN: A SILVER FOX QUITE AT HOME.
14. THE WEASEL'S AMERICAN COUSIN: A MINK SURPRISED.

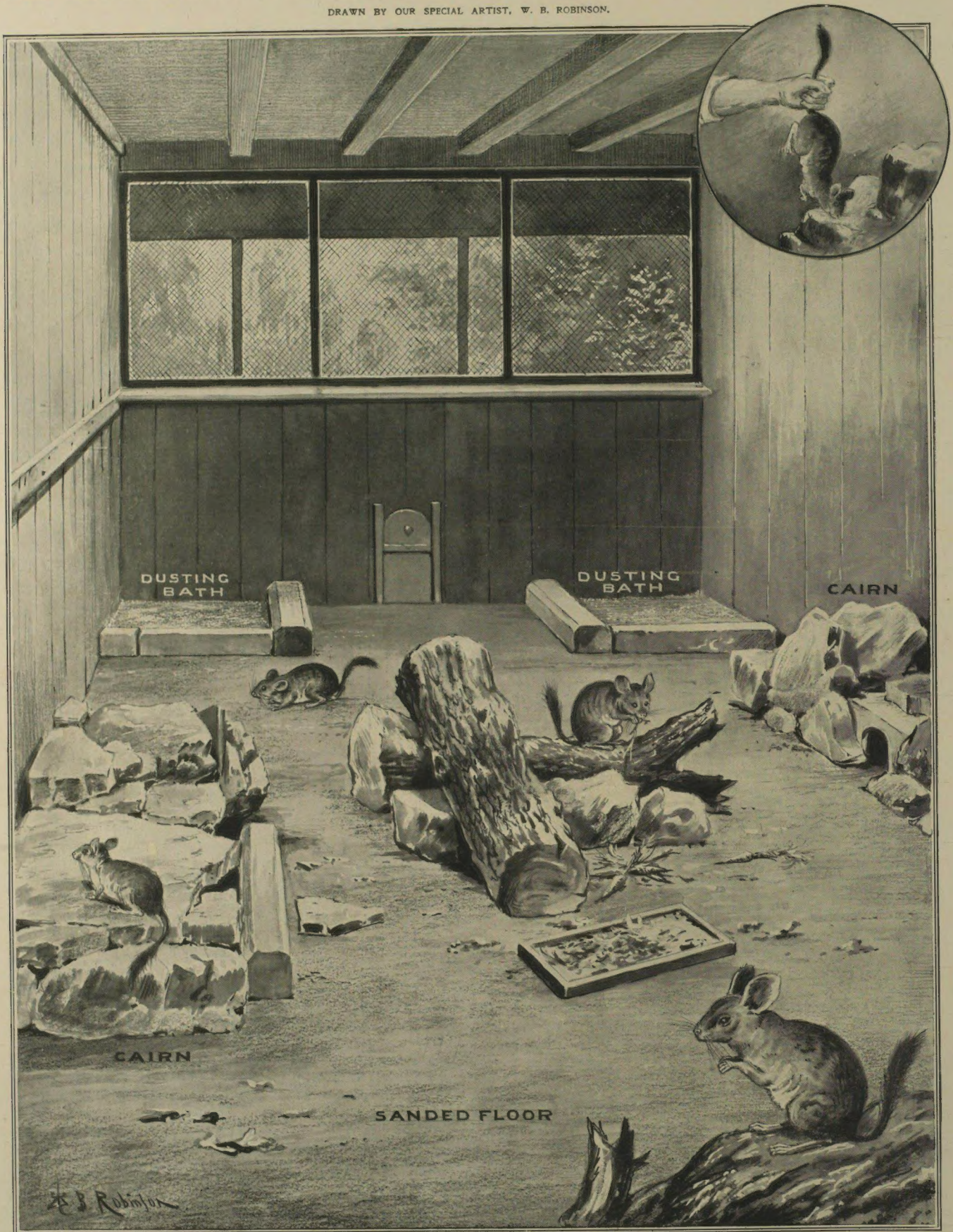
The Canadian fur-farmers have solved the problem as far as the Dominion is concerned. From Prince Edward Island, where the silver fox is found, right away across the farmlands of Quebec, the *terre inaccoutée* of Ontario and the prairie provinces, the fur-farm is springing up. It is, of course, in an experimental stage at present; the best conditions are not yet thoroughly understood; but fox, mink, musk-rat, beaver, otter, skunk, and marten are among the animals that are now being bred systematically and the Dominion Government watches the work with paternal interest. Its experts are engaged in tabulating results, investigating the effect of different foods upon the health of the domesticated species, and preparing information for the benefit of all who wish to start a farm. Some fur-bearing animals require special conditions: the musk-rat needs the marshes; the beaver must have a very large expanse of country and trees upon which to work its will; the otter requires a stretch of stream. The most valuable of all Canada's fur-bearers, the silver fox, is not so difficult to rear, but it is only on the ranches

of Prince Edward Island that the highest prizes of the trade are earned. Already the price of the store fox is higher, or as high, as the price of the store ostrich, and a silver fox skin from one of the Island ranches will fetch in open market between two thousand and two thousand five hundred dollars. Naturalists are of opinion that the silver fox of the Island is not to be found elsewhere, that as a species it stands alone. The trade of the fur-farm is greatly strengthened by the demand for the flesh of certain animals: the musk-rat, for example, being regarded as a dainty dish! It is known that the profits of fur-farming are very high. Some of the land that is best suited for this purpose is well-nigh useless for any other. The roughest constructive work seems to answer all purposes; food costs little in suitable localities; and one man can look after the simple needs of a large number of valuable animals. The market for furs is an ever-growing one, and the tendency of prices is to rise. In the silence of the farmer when he is asked to speak about profits the most eloquent tribute to their extent is paid.



# THE BEGINNING OF FUR-FARMING IN ENGLAND: A CHINCHILLA FARM.

DRAWN BY OUR SPECIAL ARTIST, W. B. ROBINSON.



HOUSING THE WEARERS OF THE PRETTY GREY FUR: ONE OF MRS. JOHNSTONE'S CHINCHILLA-HOUSES AT BURWOOD PARK (THE INSET SHOWS THE BEST METHOD OF HANDLING CHINCHILLAS—I.E., HOLDING THEM UP BY THE TAIL).

The farming of fur-bearing animals has been tried in Siberia, and is a growing industry in Canada, as witness the photographs on our double-page dealing with the systematic breeding there of silver foxes, minks, beavers, and skunks. It is interesting to compare with them the above drawing, which illustrates the first experiment in England at fur-farming on a large scale. This experiment is being made by Mr. and Mrs. Johnstone,

of Burwood Park, Sussex. They recently sent a collector to Chile, who brought back over a dozen living specimens of chinchillas and other rare creatures. The chinchilla, which is valued for its pretty grey fur, is found in the high Andes, and there seems no reason why it should not be bred with success. It is used to great varieties of temperature and lives on coarse vegetable food. It is said not to drink at all.



## THE HORRORS OF WAR: THE FATE OF BEAUTIFUL SERRES.



A CITY OF 50,000 INHABITANTS GIVEN UP TO THE FLAMES BY THE BULGARIANS.  
THE RUINS OF THE MARKET QUARTER OF SERRES.



TWO MILLION TURKISH POUNDS' WORTH OF DAMAGE: THE BUSY PART OF BEAUTIFUL  
SERRES MADE DESOLATE—THE MARKET QUARTER



IN THE TRACK OF THE DESTRUCTIVE BULGARS: THE FOUNTAIN QUARTER OF SERRES  
AFTER THE FIRE.



WHERE 20,000 HARMLESS INHABITANTS WERE RENDERED HOMELESS: RUINS OF SERRES  
THE QUARTER OF ST. NICHOLAS



VIVID PROOF OF THE TRUTH OF KING CONSTANTINE'S ACCUSATION OF BULGARIAN  
ENORMITIES: THE WOEFUL STATE OF THE BAIR QUARTER OF SERRES.

King Constantine of Greece has seen fit to make a public protest against the enormities committed by Bulgarian soldiery during the war of the Allies. The details of his accusation are of such a horrible nature as to be almost incredible in present-day warfare. While retaining an open mind as to the absolute accuracy of what is an *ex parte* statement, it must be acknowledged that the photographs which we give here



GAPING RUINS WHERE BEAUTIFUL HOMES FORMERLY STOOD: THE COUNTRY QUARTER  
OF SERRES AFTER THE DESTRUCTIVE PASSAGE OF THE BULGARIANS.

afford us good reason to believe that a considerable portion of King Constantine's complaint is true. On July 10, according to the "Daily Telegraph's" Special Correspondent, Bulgarian soldiers entered Serres, a place beautifully situated and containing some 50,000 inhabitants, and wantonly set fire to it. Three-quarters of the town was burnt to the ground. It is also reported that a massacre took place.



## PHOTOGRAPHS THAT SHOW HOW HORRIBLE EVEN MODERN WAR CAN BE:

## A BULGARIAN MASSACRE OF THE GREEK INHABITANTS OF DOXATO.



A DISGRACE TO HUMANITY: GREEK VILLAGERS OF DOXATO WANTONLY MASSACRED BY THE BULGARIANS.



A ROOM IN DOXATO WHERE WOMEN AND CHILDREN WERE MURDERED.



AN EFFORT TO "COVER UP" THE CRIME: CHARRED REMAINS OF BODIES OF MASSACRED INHABITANTS OF DOXATO BURNED WITH PETROLEUM.



MASSACRED WHILE IN FLIGHT TO KAVALLA: A GROUP OF BODIES OF MURDERED GREEK PEASANTS AND THEIR WIVES IN THE BACKGROUND CAN BE SEEN TWO OTHER GROUPS.



A CANVAPORT OF 1913: THE COURTYARD WHERE, IT IS SAID, A HUNDRED-AND-TWENTY WOMEN WERE MASSACRED.



HURRIEDLY AND INCOMPLETELY BURIED: BONES OF MASSACRED VILLAGERS HALF COVERED OVER BY SAND.



PROSPEROUS DOXATO AFTER THE BULGARIANS HAD FINISHED WITH IT  
A WASTE OF DEATH AND DESECRATION.



GIVEN OVER TO FIRE AND SWORD BY THE BULGARIANS: DOXATO, ON WHICH A DEFEATED ARMY WREAKED ITS TERRIBLE WILL.



WANTONLY DESTROYED BY THE BULGARIANS: THE RUINS OF DOXATO, AFTER THE MASSACRE.



CAUGHT IN THE WHIRLPOOL OF WAR: A CORNER OF DOXATO AS IT APPEARED TO COMMANDER CARDALE.



AFTER THE ARRIVAL: A GREEK MILITARY MOTOR IN THE STREETS OF RUINED DOXATO.

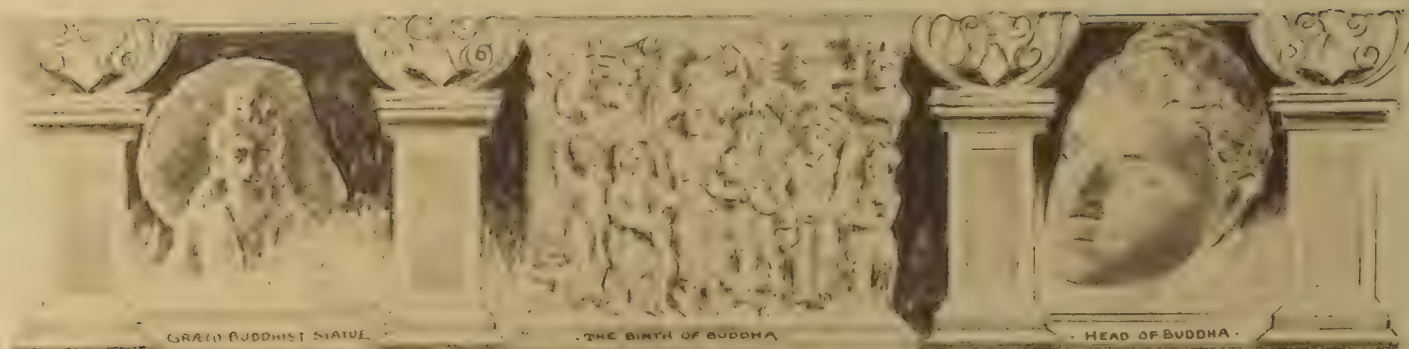


RUIN AND DEVASTATION WHERE ONCE PEACE REIGNED: A STREET IN DOXATO.

It is with great reluctance that we publish these photographs, which are in every sense of the word horrible and gruesome, but we think it necessary to bring home to our readers not only the appalling character of the war in the Near East, but also how terribly the innocent non-combatants have to suffer, directly the soldiers get out of hand. These photographs should do more than anything else to point out the necessity that war should only be made when it is absolutely inevitable, and in any case any nation that can control its troops as well as the Bulgarians have proved able to do during this last campaign, should bring down upon itself the combined censure of the community of civilized nations. It is through the kindness of the correspondent of the "Daily Telegraph" that we are enabled to publish photographic evidence of what occurred in the prosperous little town of Doxato. Photographs Nos. 2, 3, 5, 6, 7, and 8 were taken by Commander Cardale, an officer of the British Navy who is lent to the Greek Government for instructional and training purposes, and

there can be no doubt as to the accuracy of his description of the photographs. Some of the other photographs were taken by the officials of the Greek Government. Doxato, it may be mentioned, was a prosperous little town of 4000 inhabitants, situated twenty miles from the port of Kavalla on the road to Drama. With the exception of a few Turks, the inhabitants were of Greek nationality. Commander Cardale visited it twenty-four hours after the massacre, and found the town a heap of smouldering ruins, practically all the buildings having been burnt down or destroyed by Bulgarian shell-fire. Commander Cardale counted 600 bodies, mostly of women and children, still left unburied. In one courtyard about two women and children were massacred, and a number who had escaped into an upper room and sought refuge under the carpets and divans of the place were hacked to pieces by the brutal Bulgarians. We quote elsewhere Commander Cardale's description of the horrors he witnessed at Doxato.





## VIGNETTES OF EMPIRE.—XVII.

LAHORE: CAPITAL OF THE PUNJAB.

DRIVING from the fortified Lahore railway station along a white dusty road to my hotel, past an old mosque with a cupola of green glazed tiles, I soon reached the "Upper Mall," a handsome lay-out, trim and neat, with brick-edged strips of grass separating a riding track from the centre roadway. From the grass, electric-light standards rose at intervals, and beyond the footway that bordered the riding tracks a succession of gardens made a gay background. The

and matchlock guns with damascened barrels, four-chamber matchlock revolver guns, short carbines (musquets) carried by the Sikh cavalry, bows and arrows. There are double-curved Abyssinian shotels and straight Mahratta farangs; khandahs, those long Sikh swords made broader near the end; a Persian mace of Rustem's time; and gokras for throwing in front of cavalry, the "calthrop" of ancient Europe.

From the roof of the Shish Mahal there is a good view of the rich and bizarre mausoleum of Ranjit Singh, as well as of the Badshahi Mosque

with its four minarets, between which I could see to the west the silver streak of the Ravi River. The tomb of the great Sikh is a square stucco building set on a high marble platform. A marble slab rises within from the centre of the floor, and on this a lotus-flower carved in marble is surrounded by eleven smaller bosses for the four wives and seven concubines who underwent cremation with the body of the Maharaja. At two of the corners of the slab still

identified with the people whose gods they carved? Would Alexander of Macedon have had in his train men of sufficient eminence in their craft to account for the apparent Western influence?

In front of this famous "Wonderhouse" stands Zam Zammah, the old gun long cherished by the Sikhs, and now known to all the world as having been bestrode by Kim when he first saw the lama shuffling



KIM AND RANJIT SINGH'S "ZAM ZAMMAH": THE FAMOUS CANNON OF REDYARD KIPLING'S "KIM"

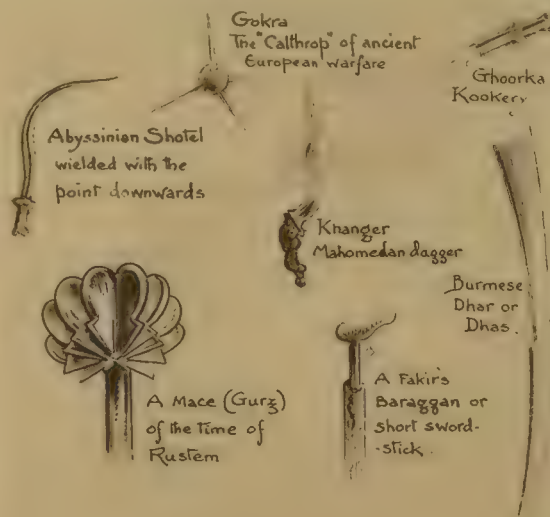
old part of the city consists still of narrow, tortuous streets winding between picturesque house-fronts decorated with elaborate carving.

We are now in the heart of Lahore, and in those narrow streets between balconied houses the rich colour of slow-moving crowds, the numerous industries pursued in the shops, and the goods displayed in fantastic variety, made up one of those scenes of Eastern wonder that seem the living realisation of a tale of Scheherazade. The beauty of it culminated in front of the Mosque of Wazir Khan, built in the days of Shah Jehan, its front covered with Persian tiles of exquisite colour and elaborate inscriptions in blue with yellow and green ornament on a white ground. The whole has been mellowed by the sun for three hundred years, dowered with a beauty time only enhances.

At length we reached the Fort, and, descending once more to earth, I explored its Pearl Mosque of white Jeypore marble; its white pavilion called Nau Lakha (because it is said to have cost nine lakhs of rupees); its Diwan-i-Khas, with its thirty-two columns; its Shish Mahal, or Hall of Mirrors; and, to the right of the same quadrangle, the armoury, rich in a great variety of weapons, as well as such stepping stones to civilisation as a machine for pulling off thieves' fingers, invented by Dhuleep Singh. Here is recalled the genius of Ranjit Singh, who gathered under him European officers of such calibre as Avitabile, Allard, and Ventura. Here are cuirasses, imported by General Ventura for his French legion of 8000 men, bearing the Gallic cock with laurels, and, beside them, Sikh shields with copper bosses. Swords from Iran, with ivory hilts and blades engraved with mottoes calling on the help of "Ali," mingle with Afghan knives, old flintlock

smaller bosses commemorate a pair of pigeons also burned in the funeral pyre.

The Lahore Museum is justly proud of its Buddhist sculptures, one of the finest of which is one in black hornblende schist (from the Yusafzai country near Peshawar) of Buddha after his forty-nine days' fast. Who were they—the sculptors who carved with such delicacy and refinement this and other so-called Graeco-Buddhist works in the Museum? How much or how little were they



GLEANED FROM MANY BATTLEFIELDS: WEAPONS IN THE ARMOURY OF THE FORT, LAHORE.

round the corner from the Motee Bazar. If you leave Lahore on the west, by the high road to Peshawar, and drive through the Ravi Forest, you will reach the bridge of boats that spans the Ravi River, except during the rainy season, when the river is swollen and the bridge has to be broken up. From here it is not far to Shahdara and Jehangir's tomb, a large and elaborate building with much grace about it, and great entrance gateways, and long, narrow water-tanks in its gardens.

The mausoleum itself is an exquisite low building with four tall minarets, half of white marble and half of the red Agra stone of which Jehangir was so fond. Within the inner chamber a flat oil-lamp upon a metal stand throws flickering light in a bright path upon the marble floor. There is a rich inlay of agate, cornelian, and amethyst, the ninety-nine names of God, and the titles of Jehangir—all but the most important one, that of husband of Nour Jehan.

The Queen who ruled Jehangir and his people (only her own brother she could not save from his wrath) is buried about half a mile away, and I was surprised to find the place in a state of utter neglect. When I reached it the sun was very low. A cow was stalled in one part of the neglected tomb, and, as I approached, a Mohammedan fakir, rising from the ground to his full height, shook his hands at the sky and cried aloud, "Al Mout! Al Mout!" (Everyone must die—everyone must die!)—A. HUGH FISHER.



THE HEART OF LAHORE: A VIEW OF THE FORT, LAHORE, THE GREAT MOSQUE, AND THE MAUSOLEUM IN WHICH LIE THE REMAINS OF RANJIT SINGH

From the roof of the Shish Mahal there is a good view of the rich and bizarre mausoleum of Ranjit Singh, as well as of the Badshahi Mosque, with its four minarets. . . . The tomb of the great Sikh is a square stucco building set on a high marble platform.—[DRAWINGS BY A. HUGH FISHER.]



## BUDDHA AFTER FORTY-NINE DAYS' FAST: A LAHORE TREASURE.

DRAWN BY A. HUGH FISHER.



OF THE FIRST CENTURY A.D. AND SHOWING MARKED GREEK INFLUENCE: A STATUETTE, IN HORNBLLENDE SCHIST, EXCAVATED AT SIKRI IN THE YUSUFZAI DISTRICT.

Says Mr. Fisher, in his article opposite: "The Lahore Museum is justly proud of its Buddhist sculptures, especially that of Buddha after his forty-nine days' fast. Who were they—the sculptors who carved with such delicacy and refinement this and other so-called

Græco-Buddhist works in the Museum? How much or how little were they identified with the people whose gods they carved? Would Alexander of Macedon have had in his train men of sufficient eminence in their craft to account for the apparent Western influence?"



# YACHT-RACING THAT IS NOT SEEN AT COWES: A SHOOTING-PUNT RACE AT AN EAST-COAST REGATTA.

DRAWN BY FLEMING WILLIAMS.



WITH AN OAR, WORKED BY ONE FOOT AND ONE HAND, FOR CENTRE-BOARD AND RUDDER COMBINED, AND THE CREW (OF ONE) FOR BALLAST: FLAT-BOTTOMED SHOOTING-PUNTS CROWDING ALL SAIL IN THE REGATTA AT HEYBRIDGE.

It would be difficult to reduce the racing-yacht to a simpler form than that here illustrated—namely, the shooting-punt, which it is interesting to compare with the large and elaborate craft seen, for example, at Cowes. Mr. Fleming Williams has illustrated an amusing race between boats of this homely type, which took place the other day at a regatta at Heybridge,

near Maldon, on the Essex coast. These shooting-punts have no keel and are quite flat bottomed. The men who navigated them very cleverly used an oar held by one foot and one hand as both centre-board and rudder, in the manner shown in the left-hand corner of the drawing. To balance their craft they crawled out over the side.



# TURNER'S IMPRESSION OF "COWES WEEK" IN HIS DAY: THE ROYAL YACHT SQUADRON REGATTA, 1827.

FROM THE PAINTING BY J. M. W. TURNER, R.A.: PHOTOGRAPH SPECIALLY TAKEN FOR "THE ILLUSTRATED LONDON NEWS."



AN INDIGENOUS BRITISH SPORT PAINTED BY A GREAT BRITISH MARINE AND LANDSCAPE ARTIST.—TURNER'S PICTURE, "EAST COWES CASTLE, ISLE OF WIGHT: THE REGATTA, WITH THE ROYAL YACHT SQUADRON."

Turner's picture, now in the Museum at South Kensington, is of especial interest as it throws light upon the early days of our premier yacht club. Though the Royal Yacht Squadron is not the earliest of yacht clubs, as long ago as 1825 it held a leading position. Its formation was a gradual one. At the beginning of the nineteenth century, it was fashionable for the élite to assemble at Cowes for several weeks, the yacht-owners among them bringing with them their craft. This led inevitably to racing. The next step, in 1813, was a dinner, which is so frequently the first means of originating a club.

The Yacht Club, as it called itself, was formally constituted in 1815, and in 1820 the King gave the Club permission to add the word "Royal" to its title. In 1829 the Admiralty granted the Yacht Club the right to carry St. George's ensign, and the white burgee with the red cross and yellow crown, which is still flown by the yachts belonging to the R.Y.S., was consequently adopted. In 1833, by royal request, the name of the Club was changed to the Royal Yacht Squadron, the title it still bears. Turner painted this picture for Mr. J. Nash, the architect of East Cowes Castle, with whom he stayed in 1827.



# THE LORD OF THE MOORS: THE RED KING OF THE HEATHER WHICH CAUSES THE AUGUST EXODUS TO SCOTLAND.

FROM THE PAINTING BY THOMAS BLINKS, BY PERMISSION OF THE BERLIN PHOTOGRAPHIC COMPANY.



## PECULIAR TO THE BRITISH ISLES: THE RED GROUSE. THE ONLY ONE OF THE SPECIES THAT DOES NOT TAKE ON A WHITE WINTER-PLUMAGE.

The red grouse, the game-bird *par excellence* of Scotland, is also found in parts of Wales, Ireland, and England. These birds are very general in Scotland wherever there is heather, but in Ireland they are not nearly as numerous, owing to the steady poaching which goes on. In Wales they can be found in only a small area, while in the Northern counties of England and in Derbyshire they are found in great abundance. There are two methods of shooting grouse; that is, over dogs

and by driving. In Scotland, owing to the steepness of the slopes, shooting over dogs is most favoured; while in England the birds are almost invariably driven, especially because the English grouse are, as a rule, hatched earlier than Scottish grouse, and are therefore stronger on the wing by August 12. This causes the coveys to lie less well to the dogs than they do in Scotland. The red grouse have no white winter-plumage, like the ptarmigan, willow-grouse, black game, and others.



## TURF WONDERS: HORSES ALMOST WORTH THEIR WEIGHT IN GOLD.

ALL PHOTOGRAPHS BY ROUCH, EXCEPT THAT OF JARDY, WHICH IS BY SPORT AND GENERAL.



1. CHACANOUR, BOUGHT BY MR. MARTINEZ DE HOZ FOR £30,000.

2. ROCK SAND, BOUGHT BY MR. AUGUST BELMONT FOR £25,000.

3. ORMONDE, SOLD FOR £31,250.

4. THE WEIRD-COLOURED MARVEL: THE TETRARCH, THE WONDERFUL TWO-YEAR-OLD AS YET UNBEATEN.

5. JARDY, BOUGHT BY THE ARGENTINE GOVERNMENT FROM M. EDMOND BLANC FOR £20,000.

6. CYLLENE, SOLD AS A TEN-YEAR-OLD FOR £31,500.

7. KING EDWARD'S DIAMOND JUBILEE, SOLD TO THE ARGENTINE GOVERNMENT FOR £31,500.

8. FLYING FOX, PURCHASED BY M. BLANC FOR £28,375.

9. THE SENSATION OF THE PAST WEEK: PRINCE PALATINE, BOUGHT PROVISIONALLY BY MR. J. B. JOEL FOR £45,000, THIS PRICE BEING SUBSEQUENTLY REDUCED TO £40,000 OWING TO HIS DEFEAT IN THE GOODWOOD CUP.

10. SCEPTRE, BOUGHT WHEN A FOUR-YEAR-OLD BY SIR WILLIAM BASS FOR £30,000.

The record price paid for Prince Palatine by Mr. J. B. Joel has lent an interest to the subject of the value of racehorses and the large sums paid in various other cases. Mr. Joel, it will be remembered, bought Prince Palatine from Mr. Thomas Pilkington for £45,000, with the stipulation that if he were beaten in one of his races £5000 would be deducted from the price. This reduction was rendered necessary by the unexpected defeat of Prince Palatine in the Goodwood Cup. Other conditions of the sale were that the horse should not be handed over until after the Jockey Club Stakes

race at Newmarket in October, and that he should not leave this country. Prince Palatine is a bay five-year-old, by Persimmon out of Lady Lightfoot, and was bred by Colonel Hall Walker, from whom Mr. Pilkington bought him for £2000 in 1909. We have included The Tetrarch (although since his successes he has not been sold, and his present value is not known) because he is considered the most wonderful horse of the year, and is so far unbeaten. At Goodwood he won his fifth race, the Rous Memorial Stakes. He was bought for 1300 guineas at the last Doncaster sales, for Mr. D. McCalmont.



## EVOLVED FROM THE REVENUE CUTTER: CRAFT DUE TO SMUGGLING.

PHOTOGRAPH BY ILLUSTRATIONS BUREAU.



FAMOUS RACING-YACHTS: MR. MYLES B. KENNEDY'S "WHITE HEATHER II." PASSING TO WINDWARD OF MR. G. CECIL WHITAKER'S "MARGHERITA."

Although there is little in common between the modern type of yacht and that built before 1840, to quote the author of "The Complete Yachtsman," "at that date the fashionable type of cutter-yacht was about  $3\frac{1}{2}$  beams to her length; her midship section was so round it might have been drawn with a pair of compasses . . . The yachts followed the lines of the revenue cutters, which were the smartest sailing-vessels of the day. . . . The yachts of the latter half of the nineteenth century . . . were evolved

from the revenue cutter, which owed her speed to her racing competition—with smugglers. The application of the term 'yacht' to pleasure craft is due to the fact that Charles II. used to amuse himself, while staying in the Channel Islands in 1646, by sailing a small boat. When he became king, in 1660, the Dutch East India Company gave him a small sailing-vessel, called in England a 'yacht,' from the Dutch 'yacht-schip,' a swift vessel, synonymous with 'fly-boat'—a term used here till fairly recently."



## SCIENCE &amp;

## NATURAL HISTORY

A DOCTOR'S  
VISEA LESSON  
IN ANATOMY

AN EIGHT-ARMED CUTTLE: A GIANT OCTOPUS.

SCIENCE  
JOTTINGS.THE SEGREGATION  
OF EPILEPTICS.

**H**ARDLY any disease presents features more shocking to those who witness its attacks than epilepsy. The patient, while apparently in full health, suddenly utters a scream so awful and unnatural that, once heard, it is never forgotten. Then he falls to the ground as if felled with a sledge-hammer, his body becomes rigid, his face ghastly pale, and his pupils dilated. To this succeeds noisy and stertorous breathing, a complexion gorged with blood, foam—often bloody—proceeding from the mouth, and convulsions so fearful in their violence that dislocations of the joints and fracture or lesion of the softer parts of the body have been known to follow. This stage lasts for a few minutes, when the patient as suddenly recovers consciousness, sometimes making so perfect a recovery as to be unaware that

and sleep, which in nearly every other complaint acts as an alleviator of disease, here appears to be somehow connected with its origin. Epileptic attacks very often take place either shortly after the

and teething troubles, the approach of puberty,

and the change of life, are in other cases sufficient to provoke it. Thus the ages of ten, twenty, and forty are those when it most frequently appears, and first seizures after the age of sixty are practically unknown. Marriage, which at one time used positively to be recommended as a cure, is now shown to have a bad effect upon the epileptic in every observable case; and as about two-thirds of epileptic cases kept under observation end in insanity in one shape or another, it is most objectionable for other reasons.

There remains the question of treatment. Although cures are rare, and amount to no more than eight—or, at the outside, ten—per cent., something can be done with epileptics at an early age. Compression, either



A FISH ON WHICH ONE CAN WRITE ONE'S NAME IN LETTERS OF FIRE: THE LUMINOUS ASCIDIAN, PYROSOMA, IN A STATE OF PHOSPHORESCENCE.

Describing a voyage of the "Challenger," Moseley writes: "A giant Pyrosoma was caught in the deep-sea trawl. It was like a great sac, with its walls of jelly about an inch in thickness. It was four feet in length. . . . I wrote my name with my finger on the surface . . . as it lay in a tub at night, and my name came out in a few seconds in letters of fire."

MARINE MARVELS SEEN THROUGH A  
GLASS-BOTTOMED BOAT:  
STRANGE DENIZENS OF THE DEEP OFF  
SANTA CATALINA, CALIFORNIA.

AN INHABITANT OF CALIFORNIAN WATERS SEEN OFF SANTA CATALINA: A FISH KNOWN LOCALLY AS "AN INDIAN'S HEAD"

anything out of the ordinary has happened, but more generally only to sink into excessive drowsiness or stupor. In other cases, he may pass into a state of excitement so violent as to be mistaken for mania; and in yet others into a partial and temporary paralysis which seems due to exhaustion.

On the final cause of these horrible seizures, science can throw but little light. The peculiar cry is known to be due not to any painful sensation, but to a convulsion of the muscles of the throat, which brings about the sudden expulsion of a column of air through an unnaturally contracted glottis. The bloody foam either proceeds from the severe biting of the tongue or the rupture of one of the smaller blood-vessels of the throat; and other symptoms seem to be due to the sudden loss of control over all the voluntary muscles of the body. A "nerve-storm" is the phrase which, according to some practitioners, best describes the situation; and the patient's own sensations give us no further clue.

An "aura," or feeling as if a cold draught of air were suddenly blowing upon some part of the body and passing swiftly upwards to the head, is the only premonitory sign of the attack which is almost invariably present;

beginning of sleep or close upon waking. Such a complete inversion of the state of things attending other mortal ills so im-



AS WATCHED BY HUMAN SPECTATORS THROUGH A GLASS-BOTTOMED BOAT: A DUEL BETWEEN A STAR-FISH AND A CRUSTACEAN.

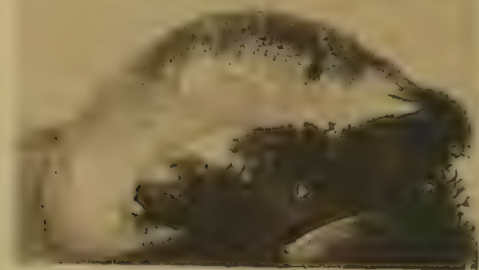
pressed the ancients that they held epilepsy to be due to the direct intervention of the gods, and "the sacred disease" was the name given to it in most ancient languages.

One fact, however, seems fairly well established, and that is that a tendency to epilepsy is nearly always inherited. Examination of an epileptic's family history generally shows that his parents have either been epileptics themselves, or, more frequently, have suffered from alcoholism, cancer, tuberculosis, or some specific complaint; while epileptic children are not infrequently the result of consanguineous marriages. Together, these causes account for about sixty-six per cent. of the observed cases; and the tendency, when once present, may be brought out by almost any accident. Sudden fright or shock often produces the first epileptic attack in an otherwise healthy child;

DISTINGUISHED BY A STRONG SPINE ON THE FRONT EDGE OF THE DORSAL FINS: A PORT JACKSON SHARK AND ITS EGGS.

by the hand or by a bandage, of the part where the "aura" is first felt will sometimes avert an attack. Bromide of potassium or of sodium, when continued for a long period, and in very severe cases a preparation of *solanum carolinense* (a vegetable akin to the nightshade), is said to have good results. All writers on the subject, however, are agreed that no cure can follow a treatment of less than three years; and Dr. Spratling, whose experience in such cases is extensive, is of opinion that no epileptic child can be successfully treated in its own home. It is impossible to avoid the conclusion that, in a well-ordered State, epilepsy would be made a notifiable disease, all children showing symptoms of it would be kept separate from others, and, even at the cost of a radical alteration of the law, epileptics would be prevented from marrying, save in circumstances—such as age—which would prevent them from leaving descendants. That such measures might often operate adversely in cases of genius—the first Napoleon, amongst others, is said to have been epileptic—is true enough; but this would be a small price to pay for anything which would reduce the liability to one of the most fearful scourges which afflict mankind.

F. L.



A LARGE MARINE EEL, FEARED BY FISHERMEN, WHICH ATTACKS PERSONS BOTH IN OR OUT OF THE WATER: A MURAENA.



DISTINGUISHED BY POWERFUL ARMATURE OF THE HEAD AND FIN-SPINES: A CALIFORNIAN COUSIN OF THE SCORPION-FISH



# ADMIRING THE BEAUTIES OF THE DEEP WITHOUT A DIVER'S COSTUME.

DRAWN BY OUR SPECIAL ARTIST, S. BEGG.



1. THE BEAUTIFUL SEA-ANEMONES AS SEEN THROUGH THE GLASS PEEP-HOLES BELOW WATER. | 2. THE SYSTEM BY WHICH THE BOTTOM OF THE SEA CAN BE STUDIED. | 3. CAUGHT UNAWARED: THE PAPER NAUTILUS OUT OF ITS SHELL AS SEEN FROM THE GLASS-BOTTOMED BOAT.

## THE GARDENS OF THE SEA MADE INTO A MOVING PANORAMA: PASSENGERS IN THE GLASS-BOTTOMED BOAT GAZING AT THE NATURAL MARINE GARDENS OFF SANTA CATALINA ISLAND, CALIFORNIA.

Thanks to the ingenious invention of a writer well known on both sides of the Atlantic, Mr. Charles Frederick Holder, author of some remarkable studies on fish and fishing, it is now possible to admire the beauties of the deep without getting into a diver's costume. Mr. Holder's invention consists of a glass-bottomed boat

that is, one with a number of square openings in the under-part of the hull, which terminate at the lower end in sheets of thick glass. Passengers leaning against the balustrade over the openings can watch without difficulty the strange inhabitants of the sea, for the thickness of the glass enlarges objects without altering their shapes



## A PROBLEM OF EQUINE INTELLIGENCE: THE THINKING HORSES

PHOTOGRAPHS BY

## OF ELBERFELD AND THEIR MATHEMATICAL PROFICIENCY.

ILLUSTRATIONS BUREAU



(1) The extraordinary reputation attained by the wonderful horses of Elberfeld, who are reputed to be able not only to carry out with accuracy quite difficult mathematical problems, but also to spell and read, led to the sending out by the Society for Psychical Research of two gentlemen specially deputed to inquire whether these extraordinary results were arrived at by the intelligence of the horses, or by an elaborate system of communicating human intelligence to them by unconscious signals. Mr. Edward Bullough, Fellow of Gonville and Caius College, Cambridge, and Dr. V. J. Woolley, visited Elberfeld in March of this year, and Mr. Bullough made a communication in which he and Dr. Woolley explained their preliminary investigations. Mr. Bullough, in his report, related how in 1890 Herr von Osten, a retired teacher of mathematics, trained his horse to respond to words of command, such as "Stop," "Walk," "Trot," "Turn to the right or left," and was able to drive the animal without touching the reins through the streets of Berlin. He wished to carry his experiments further by putting his horse through a regular course of instruction, but before he could carry this



(2) very far the horse died. He then acquired a Russian stallion, whom he called Hans, and who became famous throughout the world for his extraordinary proficiency in arithmetic, spelling, and other things requiring a great deal of intelligence. The interest which these achievements created caused a commission to be appointed to investigate the true ability of this horse. This commission came to the conclusion that the horse was in reality responding with marvellous accuracy to unconscious signals on



1. HERR KRALL, THE OWNER OF THE THINKING HORSES, AND HIS TWO WONDERFUL ARABS, MOHAMED AND ZARIF.  
2. THE BLIND HORSE, BERTO, BEING ASKED A QUESTION BY WRITING ON HIS FLANK.

3. MOHAMED, THE CLEVER ARABIAN, LISTENING TO MR. KRALL'S QUESTIONS.  
4. HÄNSCHEN, THE SCATTER-BRAIN SHETLAND PONY, SPELLING HIS OWN NAME IN OBEDIENCE TO ORDERS.

of 144. But it was in spelling that the horses showed the most extraordinary intelligence. It could not have been a matter of memory only, since, for some inexplicable reason, when the horses were left to their own devices, phonetic spelling was often evolved: thus they spelt "essen" (to eat) "an" and "gehen" (to go) "gn." Mr. Krall, encouraged with his success, attempted to teach an Algerian donkey, but the proverbial obstinacy of its kind entirely defeated the teacher. A scatter-brained little Shetland pony, Hänschen, proved very intelligent; while a blind horse, Berto, a Mecklenburg stallion, is able to answer simple questions written on its flank. Dr. Woolley in his report explained the problems which he and Mr. Bullough had to settle: first



(3) the part of Herr von Osten. In 1905, Herr von Osten met Mr. K. Krall, of Elberfeld, a jeweller, who had little to do with horses, but who had become interested in the marvellous Hans. Becoming convinced that Hans possessed genuine intelligence, Mr. Krall bought two Arab stallions, Mahomed and Zarif, to whom he gave a course of instruction similar to that given in elementary-school teaching. Relations of space, counting, addition, subtraction, multiplication, date-reckoning, squaring, the extraction of roots,



(4) reading, and spelling, all formed part of the curriculum. The progress made by the horses was extraordinary. Mr. Krall then instituted object-lessons in which pictures, portraits, and other objects were shown and explained, it being Mr. Krall's theory that arithmetic alone was insufficient proof of the horse's intelligence. He was, therefore, anxious to employ arithmetic as a means of mutual understanding only, and as a basis for spelling and reading. Mr. Bullough explained the method of training adopted by Mr. Krall. The first thing to be done was to make the horse familiar with his teacher, and to attract his attention by the usual method, which may be summed up by the words, "carrots and caresses." The second stage was to teach the animal to control his movements, so as to give responsive signs to questions put to him, a part of the training which was of special difficulty. He stated that it was extraordinary how quickly the horses grasped the difference between, say, three multiplied by two and two squared. He did not, however, do more than explain simple problems, and it was to him a mystery how the horses extracted roots beyond the root



5.  $\sqrt{4977438}$ : A PROBLEM EASILY SOLVED BY MOHAMED.  
6. BLIND AND DUMB, YET ABLE TO ANSWER QUESTIONS: BERTO'S METHOD OF MAKING A RESPONSE.  
7. ZARIF SHOWING HIS WONDERFUL MATHEMATICAL POWERS.  
8. ARITHMETIC AS AN AVENUE TO MUTUAL UNDERSTANDING BETWEEN HORSE AND MAN: ZARIF DOING A SUM.

of all, whether the horses really possessed the intelligence claimed by their owner, or whether they might not by this time have learned by heart the answers to the problems; whether it was possible that they were responding to signals given consciously or unconsciously by some person present; and lastly, whether it was possible that they were responding to supernatural influence exerted by some such person. On these points no definite conclusion was come to regarding these horses. As to the comparative simplicity of training them there can be no doubt, but as to their intellectual ability there remains room for controversy. For the facts given here we are indebted to the "Times," which published the report of the English investigators.



## KIMONO, PANIER, AND "CHEVAUX-DE-FRISE" HEAD-DRESS.

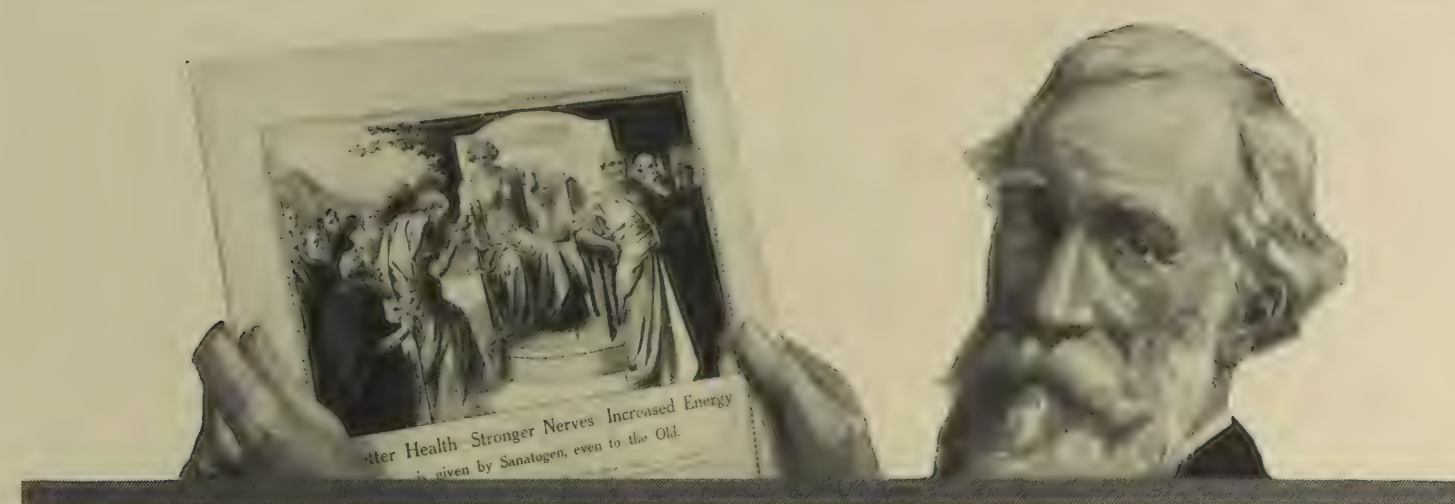
DRAWINGS OF THE DRESSES BY MANON. COPYRIGHT OF "THE ILLUSTRATED LONDON NEWS."



FASHIONED, LIKE WOMAN, OF INFINITE VARIETY: THE LATEST DESIGNS IN DRESSES AND HEAD-DRESSES.

The descriptions of the coiffures and dresses given on this page are as follows:—(1) A "chevaux-de-frise" head-dress: a black osprey rising from a green velvet band. (2) One of the new head-dresses formed of a jewelled band with a plume of ospreys in the centre and pearls looped round the throat. (3) A gown of rose-petal chiffon trimmed with Point-d'Angleterre lace. The kimono and paniers are made of chestnut-coloured

taffetas edged with a pleated tulle frill in rose pink. The paniers are joined in front with a butterfly bow of chestnut velvet. (4) This gown is of white taffetas and lace; the skirt gathered full into the waist and looped under the paniers with a soft sash tied at one side. (5) A gown of white mousseline-de-soie over satin; the tunic of three flounces above a wide embroidery band.

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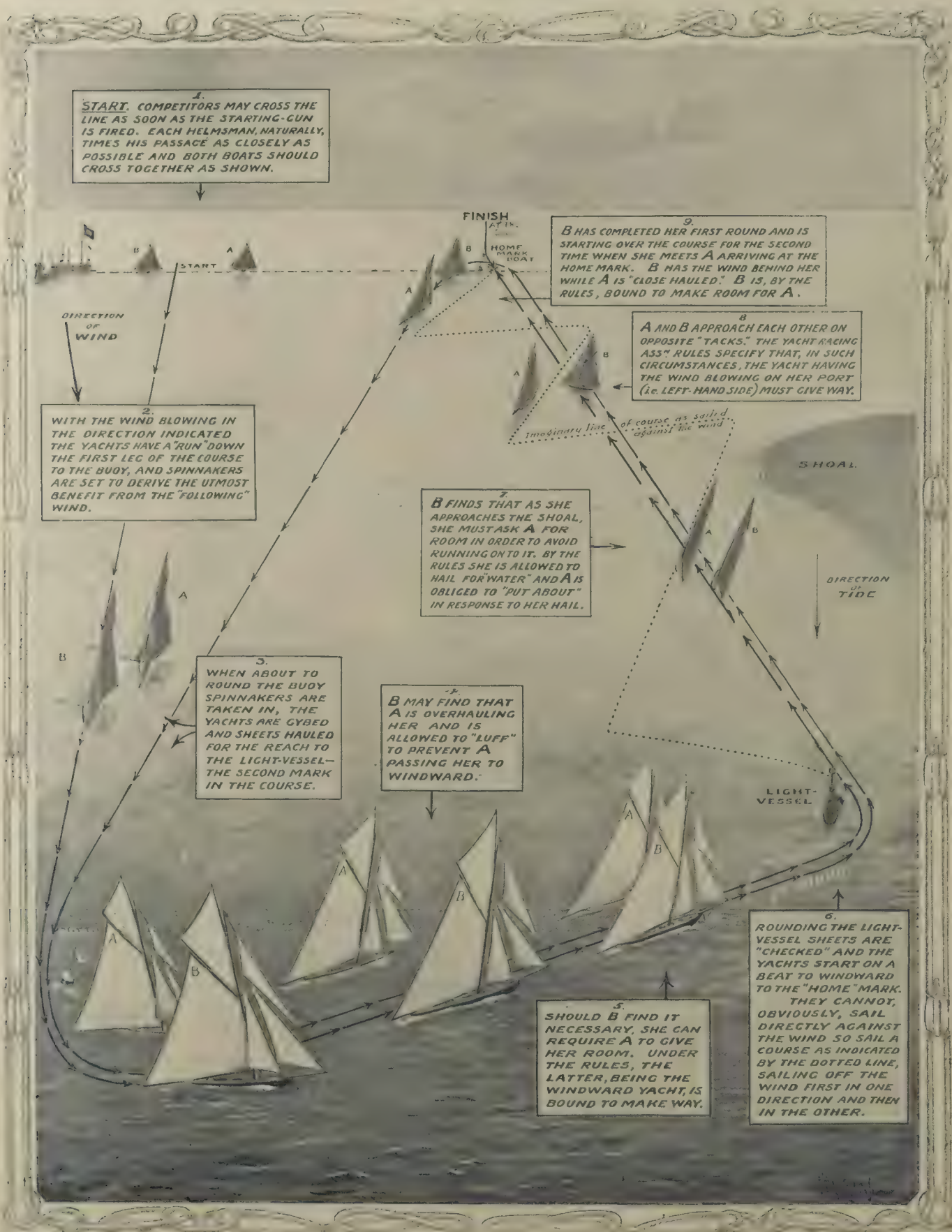
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## THE SEAMANSHIP OF RACING: AN IMAGINARY BUT TYPICAL CONTEST.

DRAWN BY W. B. ROBINSON.



## HOW A YACHT-RACE IS SAILED: THE MANOEUVRES THAT ARE NECESSARY FROM START TO FINISH.

Yacht-racing differs from every other sport based upon competition between speed-machines. Although a yacht-racing course is defined by "marks" in the shape of buoys, mark-boats, and light-vessels, the competing craft cannot always follow the shortest line from point to point. Further, although the helmsman's aim is always to steer his yacht round the course in the shortest possible time, he is allowed to hinder a competitor from

passing him, provided he does not transgress certain clear and definite rules. Yacht-racing law is a complicated matter, as tyros in the sport soon realise. The illustration shows an average triangular course, with typical incidents; but, naturally, no two races are exactly alike. The drawing is in the nature of a diagram, and does not show the actual relative sizes of the yachts compared with the course, or their distances apart.



DEWAR



*Joseph Simpson, R.B.A.*

ROBERT LOUIS STEVENSON

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## LADIES' PAGE.

OU GHT a man to fulfil his engagement to marry when the girl of his choice is mutilated of one arm by an accident? A jury in a breach-of-promise case have taken the sentimental view, and have awarded damages to a girl who was thrown over because she had suffered this misfortune. One rather feels that if one had a brother or son in similar case, one would strongly advise him to break off the engagement, but rather despise him if he did so. That is to say, the young lover is nothing if he be not wholeheartedly and simply devoted, and sentimentally imprudent; but common-sense and cold-blooded judgment would never advise a man's marrying a girl who was not in full possession of her bodily usefulness. This would not be advised even when the parties concerned were able to pay for abundant service; but a working man's case is even stronger. His wife must be his general servant, his children's nurse, his and their sick nurse, cook and cleaner and needlewoman, and it is sheer folly to marry ignoring that this usefulness is the basis of the relation. It is not ignored in married life, for when newspaper discussions on the failings of wives are allowed to fill columns of the daily Press, the masculine grumbles that resound are seldom about anything else than the domestic-labour shortcomings of wives. It is true that when a man proposes, he does not say, "Will you cook nicely for me, and sew, and keep my home clean?" What he says when courting is much more sentimental, but what he complains about if he does not get it in marriage is very practical. Why, then, is he blamed and fined if he is prudent and far-sighted in advance on the subject? As the Rev. Hugh Chapman says, a working man cannot afford to marry for love. But let not working men revolt at the statement, for it is all the same in a year or two.

At the latest balls and receptions of the season, there was seen a strong inclination to almost cover the hair in evenings. It was quite amusing to stand at a fashionable reception and watch one woman after another enter with a different sort of conspicuous head-dress. Large bows or bunches of tulle standing out at the back of the head—white, black, or coloured in harmony with the gown—contrasted with flat but very broad bandeaux of silver or gold tissue; or, most stylish of all, a network of pearls pulled round and tying up the head, as it were. I have seen a fine oval emerald drop worn as a bob-jewel on the brow, depending by a short fine platinum chain from a flat gold bandeau supported on emerald green tulle drawn over the top of the head. I have seen a network of diamonds passing across the brow down nearly to the eyes, with an amber tulle twist just above, covering practically all the crown of the head. Another season, shall we see turbans openly worn? It seems quite probable; but then, the close-fitting mediæval cap is the model of the other class of head-adornment that is equally in favour.

Diaphanous fabrics have had a great run this summer in every aspect of costume; hat-trimmings and tunics and entire gowns have been constructed of transparent and



SWEET SIMPLICITY IN MUSLIN.

A pretty dress for a girl in white silk muslin, draped over white Ninon, brocaded with clusters of mauve flowers with green leaves. The hat is of black tulle, with pleated white muslin brim, and a bunch of pansies.

filmy materials—but now, alas! it will soon be time to think about our furs. There will be some novelties in that direction, so I hear from my Paris authority. White fox is to be dyed all manner of colours, and we are no longer to be confined to the comparatively few tints in which Nature dresses the poor little beasts who supply us with this delightful and comfortable adjunct to our costumes. A very vivid orange-colour, it seems, is particularly successfully dyed on a white fur, and also vermilion-red. The idea is not attractive perhaps, but I must say that a delicate lemon-coloured stole that was actually shown to me looked exceedingly pretty, with the fluffy and yet deep surface and the pale-yellow tint. Then there is to be introduced a natural yellow-toned fur called Japanese fox; and red fox in natural tones is not unpleasing.

It is possible, by the way, that in a few years' time we shall have fox furs at much lower prices, for the experiment is being tried, and seems to be turning out very successful, of keeping foxes on farms and breeding from them and rearing the young, just like the animals used for food are kept. At present, a silver-fox skin is so valuable that one keeps the fortunate trapper for a year; and genuine and perfect black fox, as we know, is quite expensive; but the idea referred to may make a considerable difference. Some wild animals will not live and breed in captivity; but supposing the experiment can be made to succeed, procuring furs in this systematic fashion will be far less cruel than trapping the creatures of the wild. They are often caught and left for hours or days in agony in the traps. Some women will not wear furs because of the incidents of procuring them. Dr. Anna Kingsford would not even wear kid gloves or boots made of leather on this score; but that is surely carrying things to excess, for the domesticated animals are well cared for through life, and ultimately die at least as painlessly for the service of man as if Nature ended the little span of their lives; of the wild fur-bearing creatures this is often not true.

Fur is to be used on autumn gowns as trimmings. Tulle and ninon dresses will be worn far on into the early autumn, perhaps into the winter even, as long fur coats are so warm and heavy that the gown beneath can be of the lightest, and then is graceful and comfortable both on the fur being slipped off on entering a well-heated drawing-room. But before we have to consider really cold weather comes the mid-season, and the short brocade coatees and the silk jackets, bengaline, moiré velours, and the like that are being prepared for September will be found trimmed with bands and collars and cuffs of fur, and narrow lines of the same fur will appear on the lighter-weight fabrics that form the skirts worn beneath the little coats.

There was an all-night sitting of the London County Council last week, and four lady members (including Lady St. Helier) bore this test of endurance all through. One of the points decided on in the small hours was a new by-law to compel the public to form ranks for the Council's tram-cars, and put an end to the unseemly "scrums" hitherto allowed. PILOMENA.

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MOTHER AND CHILD. Baby, 6½ months of age. Fed from birth on the Allenburys' Foods.

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**The Mother's Testimony**

"I have pleasure in enclosing you a few photographs of my son, who is now just over eight years old. You will see by these how beautifully he has developed. He was fed from birth on the 'Allenburys' Foods, and his health since has never caused us a moment's anxiety."

This Testimonial, which is only one example of many recovered daily, fully substantiates the claim made for the "Allenburys' Foods, viz.:

That they are based on scientific certainty, and that they supply the perfect nourishment required to ensure the steady development from infancy to robust and healthy childhood.

A few extracts from the growing digestive powers.

Milk Food No. 1. Milk Food No. 2. From birth to 6 months. From 6 months to 1 year.

Malted Food No. 3. From 6 months upwards.

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**Cherry Blossom Boot Polish**

No. 4.—On his honeymoon.





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The perfect union, in one complete instrument, of the Pianola and its devices with the Grand Piano.

By means of the Grand Pianola Piano, the grand piano—the chosen instrument of all professional pianists and gifted amateurs—may be played by those unskilled in music, and yields its superb tones and expressive powers in the music of their choice.

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## ART NOTES.

THE workers are enjoying the views north, captured here and in the *Times* on the failure of Departmental education in the arts. The conference of Government teachers and the speeches of its deputies were too direct a

majority of students turned out by these schools cannot live by their art or craft. On the other hand, there has come into existence an entirely new type and a new profession—that of the 'art master.' He did not exist a hundred years ago, but he is now both energetic and aggressive, and we are asked to subordinate the aims, methods, and ideals of our art-training to the exigencies of his career. It is from an ever-deepening rut that the State-aided art-training of the country has to be rescued."

Mr. Walter Sickert is not less positive. He holds that the multiplying of art-teachers, and posts for art-teachers, in geometrical progression "is disastrous to students and ratepayers alike." "Art-teacher yourself!" is the obvious retort. But Mr. Sickert does not teach what he is told to teach by the State; he teaches what he has learned to be necessary for the making of a painter. "This way," he is able to say, "have I painted; this way you too may possibly be able to paint. This way have I flouted the conventional taste of the British public; this way you too, if you will, can do the same." We put a cruder statement into Mr. Sickert's mouth than his pupils have ever heard come from it; but it is, crudely, a statement of what the private master has to offer. If he is successful and popular, he can show his class the way to please; if he is unsuccessful and unpopular, the object-lesson, at any rate, is there. He is a middleman between

his pupils and their future public. His career itself is a sort of demonstration of the possibilities of their careers. The State school, on the other hand, offers no clue to a career, for the State teacher seems unable to bring home to his classes the laws of demand and supply—or, what is more important, the lack of demand and the futility of supply.

At the Doré Gallery is held a "Post-Impressionist Poster Exhibition." The title is misleading, for most of the posters of any importance shown there belong to the eighteen-nineties, and are innocent of Post-Impressionism. But the exhibition is interesting because it illustrates one of the few fields of pictorial enterprise that is definitely linked with commercialism, and shows how stimulating is the trader's commission,

and how useful the definite requirements of the hoardings may be in guiding and strengthening the hand of the artist.

T. M.

"The Twelfth" is at hand, with "St. Part-ridge" not four weeks off, and the deer forests of the North. With timely smartness, Messrs. G. E. Lewis and Sons, of 32 and 33, Lower Loveday Street, Birmingham, issue their catalogue of guns, cartridges, and all shooting requisites. It is a cyclopædia of gunnery, giving details of every piece in the firm's armoury, down to minute particulars of the length, bend, and form of stocks, so that, wherever a would-be purchaser may be, he can fit himself with confidence with anything from

duck-guns to air and walking-stick guns. Every detail about the parcels-post, home and foreign, is given.



Photo. Hemacher.

#### AT THE GATEWAY TO THE GOLDEN YUKON: WHITE HORSE, WHERE NIGHT IS LIKE DAY.

White Horse is on the Yukon River and is the gateway to the gold-bearing country of that name. Far North as it lies, in summer night is as light as day. The river steam-boats shown in the photograph run into "the interior" for Dawson, Fairbanks and St. Michaels, and to Nome, 2100 miles away. Two fox-farms face White Horse town across the river, producing black-fox skins worth £100 apiece.

challenge to the world that does not teach—and, perhaps, does not want to learn—its art under the eye of the Board of Education, to be passed by. We dealt last week with the creation of teachers as a class, of the multiplication of persons who learn to do what their masters knew how to do after a fashion—that is, to give instruction in the arts. It is, as we pointed out, the creation of this class that will carry us farther and farther from the system of apprenticeship, by which the worker taught the worker.

Architecture, under the renowned name of Reginald Blomfield, and painting, under that of Walter Sickert, are represented in the correspondence columns of the *Times*. The architect writes: "The State pays a large sum of money annually in the subvention of schools of art with a view to raising the level of the arts, more particularly in connection with manufactures. Evidence which cannot be put aside proves that after fifty years of experiment, that object has not been attained. Art has been spread so widely, and so thinly, that its quality has been lowered, the manufacturers do not care for it, and the



#### THE KING OF ENGLISH COOKS AND HIS REALM: MR. THOMAS DAVEY, THE FAMOUS CHEF OF SIMPSON'S, IN THE STRAND; AND THE DINING-ROOM.

Who knows not "Simpson's" in the Strand, the famous Old English restaurant where the like of gastronomes foregather and the joints go round on wheeled trays to each guest? Thousands of visitors look in every year to enjoy "the roast beef of Old England," as they can have it nowhere else. "Davey" (nobody calls him Thomas) is the presiding genius of the cuisine, and at seventy-one he rules with undisputed sway, deservedly held in honour, and with a mighty contempt for foreign menus, as becomes our finest exponent of English cookery.

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TO HER MAJESTY THE KING.

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TRY IT IN YOUR  
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FOR ALL  
HOUSEHOLD USES,

MAKES EVERY WOMAN'S HOME HER CASTLE!

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BLENDING CLEANSER FOR  
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Gentlemen

I have written you previously to offer my testimony to the excellence of Wright's Coal Tar Shampoo Powders, and since doing so, my little girl has had a very severe illness, which caused her hair to fall away terribly. I have done nothing but use the Shampoo Powders regularly, and the

photograph I send shows 18 months growth. It usually takes from 4 to 5 years to get into such good condition.

I may mention I have also used Wright's Coal Tar Soap for her, as well as the Shampoo Powders.

You are welcome to make any use you like of this, but please do not publish my name and address, altho' I should be pleased to verify this if referred to your faithfully,

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## Water Risks.

The ordinary water supply of a town, properly filtered and supervised as to its storage, is safe for human consumption. Where any supply is liable to contamination, by the germs of typhoid fever and allied organisms, it will, of course, be capable of carrying and disseminating disease broadcast. Nothing is more certain than that even one case of typhoid fever allowed to infect a public supply will cause an epidemic of that disease. Medical records contain many illustrations of this fact. Water, besides, may be pure enough when received into houses, but cisterns are often dirty, and so the drinking supply becomes foul and dangerous. Attention to the regular cleansing of cisterns is therefore a bounden duty on the part of the householder. But there is yet another way of making "assurance doubly sure" that our drinking supply is all it should be. We can filter it, and so under our own supervision ensure the purity of our drinking beverages. The filter I recommend is that of the "Berkefeld" Filter Co. It is a perfect appliance, and gives a supply of germ-free water, even when dirty water is used to be passed through the filter. This is why the Berkefeld Filter at home and in the field prevents typhoid fever; it prevents all germs escaping with the filtered product.

From a Lecture on "Water," by the late Dr. ANDREW WILSON.

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## WILLS AND BEQUESTS.

THE will of Mr. JOHN NEWTON MAPPIN, of Headley Park, Epsom, one of the founders of Messrs. Mappin and Webb, who died on June 29, is proved by Mrs. Ellen Elizabeth Mappin, the widow, Herbert Joseph Mappin, and Edward W. Grimwade, the value of the estate being £824,860. The testator gives £10,000 and the household and personal effects to his wife: "My loving companion and most capable helpmate for over fifty years, the affectionate mother of our numerous family, and the kind and considerate mistress of her servants"; and a few other legacies. The residue is to be held in trust for Mrs. Mappin for life, and on her decease, £1000 each is to be paid to the London Hospital, the Royal Free Hospital, North Eastern Hospital for Children, Chelsea Hospital for Women, Royal Sea Bathing Hospital, Margate, Epsom Cottage Hospital, Leatherhead Cottage Hospital, Cobham Cottage Hospital, St. John's Hospital for Diseases of the Skin, Surgical Provident Appliances Society, Royal Hospital for Incurables, Reedham Orphanage, Sheffield Infirmary, St. John's Foundation Schools, Children's Convalescent Home for Surrey, the Royal Albert Orphan Asylum, and the Lifeboat Institution; and the ultimate residue in trust for his eight children, George Frederick, Walter James, Herbert Joseph, Stanley Arthur, Douglas, Constance Helen Fraser, Beatrice Hall, and Sybil Hoare.

The will of Mr. JOHN NORRIS BROWNING, of Bruce House, Bruce, Limerick, who died on Feb. 28, is now proved, the value of the estate in England and Ireland being £94,104. The testator gives Bruce House and lands in Limerick, Kildare, and Sussex to his brother David Roche; £5000 to his brother George Stamer; £6000 in

Browning; £3000 each to his nieces, Inez, Emily, Annie, Molly, and Frances; £1000 to his steward George Armstrong; and the residue to his brothers Thomas, Francis, George, and Albert.

The will (dated Aug. 14, 1912) of the MARQUESS OF NORTHAMPTON, of Castle Ashby, Northampton, and 51, Lennox Gardens, who died on June 15, is proved by the Marquess of Northampton, the son, the value of the estate being £189,796 so far as can at present be ascertained. The testator gives certain pictures and plate to his eldest son; his town house and furniture to his daughter Lady Margaret L. L. Loch; an annuity of £100 to Charlotte Amelia Gaye, in token of valuable services rendered to his sister Lady Mabel V. I. Compton; and legacies to servants. He empowers the executor to continue for a period of six months all voluntary pensions or allowances made by him. The family property is charged with the payment of £10,000 to his son Lord Spencer Douglas Compton on his attaining twenty-one years of age, or should he die under that age, then to his daughter Lady Margaret L. L. Loch. The residue of the property goes to the present Marquess.

The will (dated Nov. 18, 1911) of COLONEL HENRY HUGH HORNBY, of Beechwood, Grassendale, Liverpool, who died on June 4, is proved by two of his sons, the value of the property being

£73,945.

The testator gives £500, the use of his residence and furniture, and the income from

£10,000 to his wife; £6000 each to his daughters Harriet Eliza, Margaret, and Winifred Augusta; his manorial rights as one of the Lords of the Manor of Ingleton, Yorkshire, to his son Louis Henry; and the residue as to three thirteenths each to his sons Joseph, Edgar Christian, and Louis Henry, and four thirteenths to the children of his deceased son Stephen Langton.

The will of Mr. GEORGE JOHN COLDHAM, of Clements Inn, Strand, and Weston Road, Bath, who died on June 26, has been proved, and the value of the property sworn at £68,035. He gave £1000 and his shares in the Bedford Public Hall Company to his wife; £200 to Henry William Grice; £100 each to Captain Armytage A. Lucas, George Francis Corry, and George Herbert Coldham; and the residue to his wife for life. Subject thereto, one tenth is to be held in trust for his daughter Rachel Mary Milne, and the remainder in trust for his other five daughters.

The will of LIEUTENANT-COLONEL SIR GEORGE ARCHIBALD LEACH, K.C.B., of 6, Wetherby Gardens, South Kensington, is now proved, and the value of the property

sworn at £20,085, all of which the testator leaves to his children.

The will of Mr. HENRY HIBBERT, of Broughton Grove, Cartmel, Lancashire, who died on Feb. 19, is proved by Percy John Hibbert, the value of the estate being £134,590. His wife and brother having predeceased him, one half of



A BEAUTY SPOT AT BAD NAUHEIM: AT THE PLACING OF THE DUCHESS MARIE'S TABLET IN THE PARK.

A pleasant ceremony occurred recently at Bad Nauheim, when a tablet was placed at the favourite haunt, in Nauheim Park, of the Duchess Marie of Mecklenburg-Strelitz, who annually takes the cure at the famous international "Bad." Shown in our photograph are Princess Salme Dyck, the Countess of Moray, Baroness von Frankenberg, Miss Collinson, Baroness Nesselrode, Captain McCausland, and the Earl of Kilmorey.

the property goes to his nephew Percy John Hibbert, and the other half, in trust, for his niece Anne, wife of General Edward Dorrien Newbolt, and her issue.

The will and codicil of LIEUTENANT-COLONEL RAYMOND SOUTH PALEY, of Cantley, Wokingham, Berks, who died on June 13, are proved by Arthur Thomas Marson, the value of the estate being £247,287. The testator gives £500, an annuity of £4000, and the use of his residence and contents to his wife; an annuity of £400 to his sister-in-law Antonia F. M. Paley; £2000 to Grace Fleming; £500 each to nine nieces and nephew; an annuity of £60 to his late coachman Charles Fulcher; £100 each to Arthur T. Marson and Dr. John Astley Bloxam; and the residue to his brother Colonel Edward Groves Paley, and his nephews Alan Thomas Paley, Lancelot Charles Koe, and Archibald Stephen Koe.

Those of us who have a fancy for a thoroughly enjoyable and health-giving holiday on summer seas cannot do better than avail themselves of the fascinating fifteen-day trips offered by the Orient Line of Mail Steamers to Australia. The trip will enable them to visit Gibraltar and Toulon, and by the homeward mail steamer to make a tour of six days in Southern Spain and Morocco. From Toulon they can make a tour on the Riviera. The trip is by the splendid 12,000-ton vessels of the line, the accommodation on board which is palatial in its character. To learn about the attractions of the trip apply for the interesting illustrated booklet by Mr. Charles Hussey at the Orient Company's offices, 5, Fenchurch Avenue, London, E.C., or at 28, Cockspur Street.



TAKING THE SILVER STREAK AT A STRIDE: THE BRIGHTON LINE'S NEWEST FLYER, "THE PARIS."

The "Paris," the magnificent turbine-vessel which the London and Brighton Railway Company have put on their Newhaven-and-Dieppe Service, claims to be "a Channel steamer unrivalled for speed and comfort in any part of the world." She takes 968 passengers, has a speed of over 25 knots, and makes the passage across in less than 2½ hours. On board, the "Paris" worthily represents the last word in luxurious comfort at sea.

trust for his sister Maria Harding; £4000 in trust for each of his brothers, Thomas, Francis, and Albert; £3000 each to his nephews Thomas Jeffrey Browning and Richard

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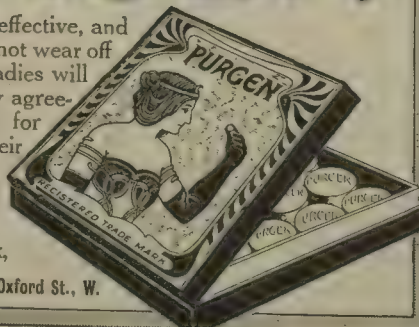
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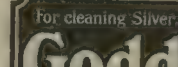
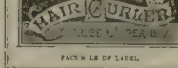
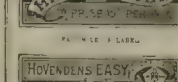
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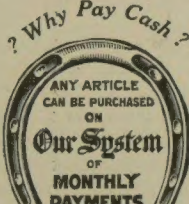
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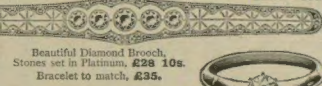
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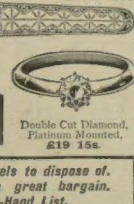
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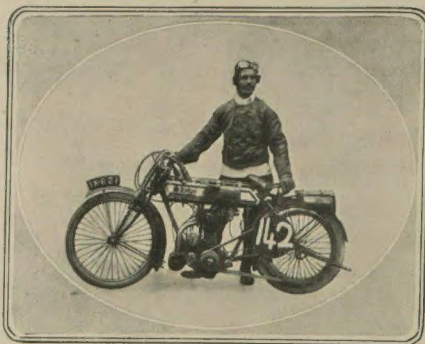
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## THE CHRONICLE OF THE CAR.

Parliament and prominently in connection with the recent debate in the House of Commons on the constitution and administration of the Road Board, and that is that this stop-gap department has been found to fall far short of the ideal of its creators. Let me hasten at once to say that the Road Board has, I think, done excellently well with the means and powers that have been given to it. No body of men could have done better within their limited scope and with the limited funds at the disposal of the Board. If they have failed to satisfy Parliament with their administration, the fault lies with the constitution of the department and not with the individuals composing it.

The main charge brought against the Board seems to have been that of hoarding its money, instead of handing it out to all those local and county authorities who think they have a pre-emptive right to be considered first. It may be that the Board would have been better advised to have allocated more money to the business of road improvement, instead of investing its funds against a time of slack employment, when relief works may be necessary. Indeed, I would say that this is certainly so, failing some



WINNER OF THE GRAND PRIX OF THE CIRCUIT OF PICARDY:  
MR. T. E. GREENE AND HIS RUDGE T.T. MACHINE.

The race over 217.36 miles on July 13 was organised by the Automobile Club of France and the U.M.F. and run in the neighbourhood of Amiens. It covered a circuit of 17½ kilos. twenty times, and Mr. Greene finished first easily, the whole Rudge team also finishing.

good and sufficient reason which may be at the back of the minds of the Board. As I know nothing of the motives, I refrain from criticism. Next, the Board is accused of not allotting a sufficient proportion of its money to the improvement of roads in and near London; it has been generous, it is said, to the country at the expense of the Metropolis, which supplies the major part of its funds through the medium of the petrol and motor taxes. I am not going to argue this point, because here again I am to a great extent in the dark as to the motives which have actuated the Board in making its grants towards main-road improvement. But it is impossible to avoid the conclusion, after reading the report of the debate and the Chancellor's justification of the Road Board's policy and administration, that the time has come either for a very wide extension of the scope of the Board or for the constitution of an entirely new body with more far-reaching powers. So long as the present chaotic state of our road administration is continued, and so long as we attempt to co-ordinate things through such a patchwork policy as the present Road Board is compelled to follow, so long shall we hear the same complaints of waste, inefficiency, and bad roads.

The community has once again taken to the roads, after nearly a century of travelling by rail. Therefore, the roads must be put in order for the use of the community, and this can only be done efficiently by centralising the administration of the highways. The roads must

be made a charge upon the taxes, and not upon the rates. A new department of Ways and Communications must be constituted, having charge of all main roads. It must have its own Estimates, to be voted annually, and have power to spend its funds as freely as the other great spending Departments of State. As to how the money is to be raised, most certainly the fairest way would be to levy a wheel-tax on all vehicles using the highways, so that the people who use the roads shall pay for them. At the present moment, the motorist is the only one of the road-using community who is taxed both directly and indirectly for his use of the highways, which is neither logical nor fair. It may be argued that, as good roads are a national asset, the nation at large should pay for them, and they should not be a charge on any particular class or section. The main thing, however, is that the existing system—or want of system—of road administration has broken down, and must be replaced with something better.

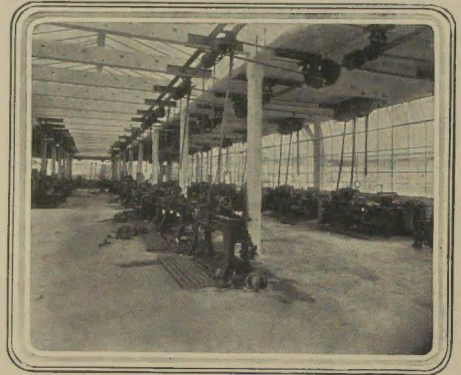
Arrol-Johnston's New Works. There seem to have been great doings at Dumfries last week, when the new works of the Arrol-Johnston Company were inaugurated by the Marquess of Graham. Over two hundred guests were taken to Dumfries from all ends of the country, dined, fêted, shown round the new works, and sent home rejoicing. The success of this company, since

(Continued overleaf.)



READY TO SUPPLY ALL DEMANDS: THE NEW ARROL-JOHNSTON MOTOR-CAR WORKS.

These spacious and well-fitted-out works at Dumfries, recently inaugurated by the Marquess of Graham, comprise three wings, each in external appearance the counterpart of the other. In the photograph above the west wing is seen, with the main entrance.



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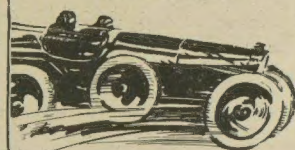
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Sunbeams were fitted with Dunlop tyres and Goodyear detachable wheels.



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(Continued.)

Mr. T. C. Pullinger assumed the reins of management, has been almost phenomenal. The firm was very early in the industry, and has always been remarkable for the high standard of its cars, though at the outset it stood rather in its own light by continuing to adhere to the older motor fashions. However, with the advent of Mr. Pullinger, all this was changed. Methods and designs were altered and brought up to date, and the company began to turn out a really modern car which for quality of workmanship and material and for smoothness of running could challenge comparison with the best of its competitors. Needless to say, all this involved a great deal of anxious thought and work, but if the labour was hard, at least Mr. Pullinger has the knowledge that the reward has been great, for he is now at the head of one of the most successful concerns in the trade. So great has been the expansion of the Arrol-Johnston business that it has been found necessary for the sake of convenience to remove the whole of the organisation from Paisley to Dumfries, and it was to mark the virtual completion of the work that the function to which I have referred was held. Unfortunately, I was not there personally to tender Mr. Pullinger my good wishes and congratulations, much as I should like to have been: but I am not Sir Boyle Roche's bird. However, I do congratulate Mr. Pullinger and his colleagues on their past success, and wish them an even greater measure in the future. That they will achieve it I do not doubt, for they have the first essential to it—a very fine car indeed.

#### More Talbot Successes.

Eight times in as many weeks Talbots have taken all the highest awards in hill-climbing competitions, their last success being at the Leicestershire A.C. hill-climb. In the event open to cars up to 20-h.p., the 12-h.p. Talbot made fastest time, and was first on formula; in the "unlimited" class, the same car took the gold medal for best performance on formula. In the class for private owners, a Talbot "twelve" won the gold medal for performance on formula, and secured the Hartopp Challenge Cup. In the speed class, Mr. Percy Lambert won easily on the "twenty-five." A very fine day out for this famous mark! Again, at Brooklands on Bank Holiday, Mr. Lambert created a new record by winning the 100-miles-an-hour long handicap at over 104 miles per hour, the fastest speed yet attained at a Brooklands race meeting.

#### The Tourist Trophy Regulations.

The R.A.C. has now issued the regulations for next year's Tourist Trophy race. The event is to be for four-cylinder cars, whose engines have a volume of 3310 c.c., and is to be a two-days' race over a course totalling a distance of about six hundred miles. The winner will receive the Tourist Trophy and a cash prize of £1000, presented by the *Daily Telegraph*. There will be a second prize of £250, a team prize of £300, and one of £100 for the best performance on a fuel other than petrol exclusively, all these prizes being given by the proprietors of the *Daily Telegraph*. Entries, at £100 per car, will be received by the Club from Aug. 5 to Dec. 1, after which the entry fee will be £200 per car, entries finally closing on March 31 next.

W. WHITTALL.

## CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

J FOWLER.—There is no rule against a check in the first move of a solution, but composers nowadays rarely adopt that device.

J SMART.—Thanks for problems. The matter you refer to shall be inquired after.

H G COLE.—Your welcome contribution has safely reached us. Very sorry for mistake in game.

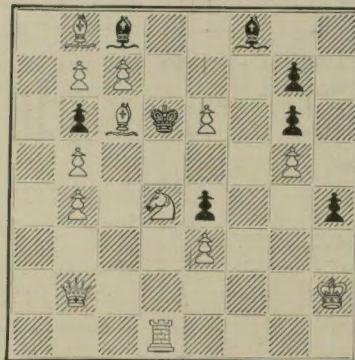
Several correspondents have written to say that Mr. Michell was Mr. Maas's opponent in the game we published in our issue of July 26.

CORRECT SOLUTION OF PROBLEM No. 3604 received from C A M (Penang); of No. 3605 from J Samuels (Brooklyn, U.S.A.), W N K (New York), R Tidmarsh (Vernon, B.C.), and J Hill (Malta); of No. 3606 from C E Charnaud (Winnipeg), R Tidmarsh, J Samuels, W N K, and F W Atchinson (Lincoln); of No. 3607 from J Isaacson (Liverpool), W N K, and J Samuels; of No. 3608 from A Kenworthy (Hastings), F R Pickering (Forest Hill), J B Camara (Madeira), and J Verrall (Rodenell); of No. 3609 from F Wills (Edgington), A Kenworthy, Rev. F T Shollard (Bristol), F Glanville (Wycombe), A L Payne, R Durrant, and W E Rose (Ealing).

CORRECT SOLUTIONS OF PROBLEM No. 3610 received from W Lillie (Marple), J Willcock (Shrewsbury), H J M R Worters (Canterbury), L Schlu (Vienna), A Kenworthy, R Durrant, H S Brandreth (Weybridge), Rev. J Christie Redditch, J Cohn (Berlin), H Grasett Baldwin (Norwich), E J Winter-wood (Painpoint), J Green (Boulogne), G Stillingleet Johnson (Seaford), J Fowler, F G Turner, J Deering (Cahara), A W Hamilton Gell (Carlton Club), Captain Challice (Great Yarmouth), and F G Bishop (Croydon).

#### PROBLEM No. 3612.—BY J. PAUL TAYLOR.

BLACK.



WHITE.

White to play, and mate in two moves.

SOLUTION OF PROBLEM No. 3609.—BY W. GREENWOOD.

WHITE.

1. Q to K R sq

2. Q P or R mates accordingly.

BLACK.

1. Any move

## CHESS IN AMERICA.

Game played in the Invitation Tournament of the Manhattan Chess Club. (French Defence.)

WHITE (Mr. Capablanca.)	BLACK (Mr. Grommer.)	WHITE (Mr. Capablanca.)	BLACK (Mr. Grommer.)
1. P to K 4th	P to K 3rd	Now White gains a passed Pawn (it is obvious it cannot be taken by Rook), and victory then becomes merely a matter of avoiding mistakes.	
2. P to Q 3rd	P to Q 4th		
3. Kt to Q 2nd	Kt to K B 3rd		
4. Kt to K B 3rd	B to K 2nd		
5. P to B 3rd	P to B 4th		
6. Q to B 2nd	Kt to B 3rd		
7. B to K 2nd	P to K 4th		
The opening is on unanalysed lines, and is evidently one where each side is waiting for some weak play on the part of his opponent, a game that suits White to perfection.			
8. Castles	Castles		
9. R to K sq	P takes P		
10. P takes P	B to Kt 5th		
11. Kt to B 4th	Q to B 2nd		
12. Kt to K 3rd	Q R to Q sq		
13. P to K R 3rd	B to R 4th		
By the premature advance of his K P at the seventh move Black has left two holes at Q 4th and K B 4th respectively, which White cleverly uses for the entry of his Kt.			
14. Kt to B 5th	B to Kt 3rd		
15. K Kt to R 4th	Kt to Q 2nd		
16. Kt takes Q B	B P takes Kt		
R P takes Kt is much safer, as Black is on the defensive and the open file leads to nothing. The text move only serves the enemy's purpose.			
17. Kt to K 3rd	Kt to B 3rd		
18. Kt to Q 5th	Kt takes Kt		
19. P takes Kt			

The ending is a fitting conclusion to a well-played game.

35. P to K 6th  
36. R (K 5) takes P R takes Q B P  
37. Q to Kt 3rd K to R sq  
38. Q to Kt 2nd R to Kt 5th  
39. R to K 8th R to K B 5th  
40. Q to Kt 8th K to Kt sq  
41. Q to Kt 3 (ch) K to R sq  
42. R takes R (ch) R takes R  
43. Q to B 7th Q to B sq  
44. Q takes R (ch) Resigns.

Those who have holidays to come and are undecided where to spend them would do well to consider the advantages of spending them in the congenial company of old Father Thames. There are some ninety miles of beautiful scenery between Kingston and Oxford, and Messrs. Salter Brothers, of the latter place, run their well-known launches daily up and down stream. It takes two days to cover the distance between the two towns mentioned, and the holiday-maker can join or leave the steamers at any of the locks and principal places en route.

Holiday visitors to Denmark are lucky. A fine new steamer, A. P. Bernstorff, 2300 tons and 3300 i.h.p., begins to run on the Harwich-Esbjerg service from Aug. 1, a vessel that has been specially built for the service, and is fitted with many two-berth cabins, and every convenience up to date. The passage from Parkeston Quay Harwich, to Esbjerg, takes about twenty hours, passengers going on board by the train leaving Liverpool Street at 7.13 p.m., in connection with the regular Monday, Wednesday, Friday and Saturday sailings.

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